



EMPLOYEES' MAGAZINE

The Union Pacific Coal Company
Washington Union Coal Company

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MAY, 1931

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EMPLOYEES' MAGAZINE

THE UNION PACIFIC COAL COMPANY

WASHINGTON UNION COAL COMPANY

VOLUME 8

MAY, 1931

NUMBER 5

The Romance and Tragedy of Coal

By EUGENE MCAULIFFE

PART V

WHEN the demand for coal in Great Britain increased, deeper shafts were sunk, which in turn entailed the necessity for mining larger areas through the more expensive openings. Lower levels and extended workings next brought the work of removing the mine water into prominence as a task of the first magnitude. The author of "The Compleat Collier" before mentioned, impressed with the possibilities of Captain Savery's "pumping engine" which the inventor was then trying to introduce, after commenting on the use of water wheels, referred to in "De re Metallica" as common in the metal mines of Germany, and the use of wind engines and horse driven gin hoists, wrote as follows of the growing mine water problem:

"If it would be made apparent, that, as we have it noised abroad, there is this and that invention found out to draw out all great old waists, or drowned collieries, of what depth soever, I dare assure such artists may have such encouragement as would keep them their coach and six, for we cannot do it by our engines, and there are several good collieries which lye unwrought and drowned for want of such noble engines or methods as are talk'd of or pretended to. Yet there is one invention of drawing water by fire, which we hear of, and perhaps doth to purpose in many places and circumstances, but in these collieries hereaway I am afraid there are not many dare venture of it, because nature doth generally afford us too much sulphurous matter to bring more fire within these our deep bowels of the earth, so that we judge cool inventions of suction or force would be safest for this our concern, if any such could be found that would do so much better, and with more expedition that what is done generally here."

This was in 1708, and certainly the author whose name is now unknown must have had a present-

ment of what was soon to come, for following the death of Savery a company was formed in London in 1715, known as "The Proprietors of the Invention for Raising Water by Fire". This company supplied crude pumping engines to a number of collieries under somewhat peculiar terms. The colliery owner was required to purchase the cylinders, and other parts and pay for the cost of erection, and in addition pay an annual rental ranging from \$880.00 to \$1550.00. These engines were built under improvements made by Thomas Newcomen, an ironmonger of Dartmouth, in the County of Southampton, England. Certain of these early "Fire Engines" as they were then called and which were really atmospheric engines, were necessarily of huge proportions, the cylinders of the largest engine of this type in use in the North of England measuring 72 inches in diameter, with a length of ten and one half feet. The craftsmanship of the founder had by this time attained high rank or otherwise the casting of so large a cylinder would not have been possible. When in 1769, the year of James Watt's first patent, more than a hundred "Fire Engines" had been erected in the Newcastle-on-Tyne district alone, with fifty-seven then in service. James Watt separated the condenser from the steam cylinder producing what the world came to know as the "Steam Engine".

Mine water plus the absence of competent mine surveys and mapping, continued to cause many tragic catastrophes, as for example the outstanding disaster that occurred at Heaton Colliery in May, 1815, where an attempt was being made to work into a nearby abandoned colliery to remove the pillars standing therein. When the water broke through from the Jesmond into the Heaton pit, seventy-five men and boys were cut off from the single escape way, and although they were able to keep clear of the water, the limited pumping facil-

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Articles of interest to our readers, photographs and sketches suitable for reproduction, are solicited and should be addressed to Editor, Employees' Magazine, Union Pacific Coal Company, Rock Springs, Wyoming.

Eunice M. Gilbert, Editor.

ities then available required nine months to clear the mine of water. From an article published in 1843 we read: "When at last the workings were reached, the full extent of the lingering torture by which death had come to the miners was revealed; the starving men had eaten their horses, candles, and even the bark from the fir props, and one man had not long been dead." In 1797, a Mr. Thomas of Denton had urged the establishment of a Record Office, where the plans of the Collieries would be filed for the inspection of interested parties, and when the Heaton disaster occurred the suggestion was again taken up vigorously, however, without avail. In 1834, John Buddle, Jr., a man of considerable literary and scientific attainment attempted to further the arrangement, but the coal industry suffering then as now from the reactionary individualism of its membership fought off the proposition, and it was not until the government had been bombarded with memorials and petitions from influential bodies without the industry was any action taken, and a Mining Record Office was at last established in London, in 1840. The time required to establish this most simple and necessary regulation, forty-three years, is echoed in the slow progress made toward rock-dusting in our American mines of today, representing one more example of the tenacity of coal mining tradition.

Water, like David, has "slain its tens of thousands", but even so, noxious and inflammable gases have exacted by far the heaviest toll within the mines. "Blackdamp" or "Chokedamp", (C O) was the chief menace in the earlier and smaller coal pits of Great Britain. While exposure to chokedamp as it was then generally referred to, would quickly put an end to the collier worker's life by suffocation, he was usually warned by his candle suddenly dimming or going entirely out. By promptly withdrawing from the dangerous area the miner could escape alive, even though he afterward suffered a severe headache. Firedamp, generally referred to as "methane" or "marsh gas" (C H₄), was, however, the collier's swift and relentless enemy as it remains today, the death toll taken in our American mines from gas and coal dust explosions in 1929, totalling 195 lives, or a life for each 3,356 men employed, the British records for the same year showing 34 deaths from the same cause, or a life for each 28,137 men employed. Britain has made progress in mine safety matters, a situation that certainly deserves greater attention in America. Man's ability to see into the future is extremely limited and often the successful solution of one problem leads us into a more serious situation. Such was the result of the application of the "Steam Engine" to the problem of keeping the water out of the mines.

Inflammable and explosive gas is found in greater volume in coal seams located below a water bearing strata. Trapped within the coal seam and filling the voids, fissures, and cleavage planes, that mark in some form every seam of coal, methane gas generated by pressure and heat acting upon a vegetal mass in which a bacterial activity had previously existed, will always be found unless the overburden is sufficiently shallow with a sufficient porosity existing in the overlying material to admit of the gas escaping. Where a water laden strata overlies the coal seam creating a seal that prevents its escape, explosive gas will almost invariably exist. Such was the situation created by the application of steam to the pumping problem. The ability to remove water in larger quantities, led to sinking shafts to greater depths, many of the mines in the beginning, restricted to one opening which was usually very small. The author of "The Compleat Collier" wrote of shafts sunk to a depth of from 300 to 400 feet with a diameter inside the curbing of six feet. Some old coal pits sunk in the seventeenth century when cut into in recent years, were found to have been opened by shafts but four feet in diameter, and openings of but three feet six inches in size, both round and square, were discovered in South Staffordshire. Perhaps no better example of the old time colliery worker's indifference to danger can be found than that contained in the history of the earlier methods employed in removing explosive gas. Unfortunately too much of that spirit yet permeates the mine worker's life, the worker himself seemingly taking numerous major chances with a fatalistic indifference, his paid representatives rarely concerning themselves with the question of safety; the employer with a few but fortunately growing number of exceptions, equally indifferent to the great loss of life that occurs within the industry. Again those without the industry lack the means and tenacity of purpose that kept Lord Ashley behind Great Britain's woman and child labor situation for thirty-five years, to gain at last through Parliamentary enactment the exclusion of females and boys under ten years of age from the mines.

The following statement abstracted from "The Coal Industry of the Eighteenth Century", by Ashton and Sykes, a work we have drawn upon heavily, reflects the extreme hazards taken by the early colliers in his effort to remove the explosive gas from the pits:

"Explosions of gas are recorded from early times, but it is clear that their incidence became heavier during the eighteenth century. The success of colliery engineers in sinking through the water-laden strata greatly increased the menace; for firedamp is more

abundant in the deeper seams, and the leakage of water in the shaft, which had set in motion a current of air, had now been reduced. Sometimes, as will be seen, simple systems of ventilation were set in operation; but the principles were not completely understood, and a mere dilution of firedamp with air, in the absence of a current sufficient to carry it away, often rendered it more explosive. At many collieries, too, the cost of constructing ventilating shafts was considered prohibitive.

"The larger catastrophes have been recorded in other works, and we are spared the depressing task of chronicling them here. A casual survey of the books of any colliery working fiery seams suggests that accidents were very common, and many of the smaller ones would hardly be heard of; for no inquest was held on pitmen killed in the mine in the north of England before 1814, and as late as 1842 the office of coroner did not exist in Scotland. So frequent, it is said, had explosions become in the Great Northern Coal field about the seven-teen-sixties that the Newcastle Journal was asked to make no reference to them. If the reason was fear that newspaper reports would deter the miners from going down the pits it was probably ill-founded, for the men of the eighteenth century faced the daily hazard with the same equanimity, not to say indifference, as their successors of to-day. In the absence of other means of illumination lighted candles had to be carried into the workings, and the peril of explosion arising from their use was one which could not be avoided. Sometimes, however, considerations of mere convenience would lead the miners to incur appalling risks: in January 1740 a large conflagration occurred at Tanfield Colliery as the result of the kindling of a fire to warm the men at their work; and, at a later period, George Dixon, the reputed discoverer of coal gas, actually proposed to use it to illuminate the underground workings.

"For long the occurrence of explosions was regarded as inevitable, and attention was concentrated on the relief of the sufferers. The method of treating men rendered unconscious by chokedamp or the afterdamp that followed an explosion was to dig a hole in the ground, put the man's head in it, and cover it with fresh mould. If that proved ineffective, according to an early observer, 'they tun them full of good ale; but if that fail they conclude them desperate'.

"At a later stage attempts were made to remove firedamp either by producing a deliberate explosion or by ventilation. Firedamp, being lighter than air, tends to collect near the roof, and its presence could be detected by the experienced overman or viewer who would place his candle on the floor of the mine, light it, and then slowly raise it, watching closely

the changes in the flame. The presence of the gas was indicated by the appearance of a bluish cap or 'ghost' at its tip.

"If the firedamp was found in the shaft or at the pit bottom it could be removed, as it was at Wigan about the middle of the century, by lowering a lighted candle, or an iron basket filled with fire. If, however, it had collected in some part of the workings, it was the business of a specialized fireman to enter the danger zone and explode the gas when the working colliers were out of the way. This adventurer, clad from head to foot in rags soaked in water, would crawl along the underground way holding in front of him a long pole at the end of which was a lighted candle. When the explosion occurred he would fling himself, face downward, on the floor, and so, with good fortune, he might escape the flame which shot along the roof above him. Such was the method employed at Mostyn about the middle of the seventeenth century, and with modifications it was used in all the principal coalfields—with the exception of that of Northumberland and Durham—in the more gassy pits of the eighteenth century. In South Wales the practice was to make a hole, just large enough to hold a man, in the floor of the pit at the part where the gas had accumulated. The fireman fixed his candle to a board with clay, lighted it in an area known to be free of gas, and attached a string to the board. Holding the other end of the string, he entered the hole, pulled pieces of timber over the top for protection, and then drew the board with the lighted candle towards him till the explosion occurred. For this excitement he received the high, but surely not excessive, remuneration of \$1.20 a day.

"In Staffordshire and Leicestershire a similar but less dangerous practice existed. A hook was fixed in the roof of the mine where the gas had concentrated and through this was looped a wire, both ends of which were passed to the pit bottom or some other region of relative safety. The wire was mounted on posts so as to hold it well above the floor, and at one end of it was fixed a lighted candle, weighted so as to keep it upright. By drawing in the other end of the wire the fireman caused the candle to travel forward until it exploded the damp; at the fiery pits of Lord Dudley, at Netherton (Staffs), about 1800, it was necessary to carry out this operation three times every day. About the beginning of the nineteenth century, Joseph Butler, of Killamarsh, near Chesterfield, used essentially the same method, but improved it by setting the lighted candle on a tram, which ran on lines, and was drawn by a rope passing over a pulley in the passage where the gas had gathered. In 1826 a clock work apparatus which struck matches to ignite the gas was devised by one Wil-

liam Wood, and the same inventor adopted the practice of running wire, coated with inflammable material, through the workings, so that a light applied in the safety zone would cause a flame to travel to the point at which the gas was to be exploded."

These were the days when a small candle, forty-five of which weighed a pound, and made out of ox or sheep tallow served to provide light for the worker as well as to test for gas. It is a far cry from the miner's candle of that day to the electric pit lamp, the magnetically locked, naphtha burning safety lamp, and the electrically actuated explosive gas detector recently brought out which are in general use to-day. Mr. John Buddle, Sr., who foresook the profession of teaching for the work of mine management, set forth the method of testing for gas with a candle as it was carried out two hundred years ago. Mr. Buddle's instructions were as follows:

"In the first place the candle, called by the colliers the low, is trimmed—that is, the liquid fat is wiped off—the wick snuffed short, and carefully cleansed of red cinders, so that the flame may burn as purely as possible.

"The candle being thus prepared, is holden between the fingers and thumb of the one hand, and the palm of the other hand is placed between the eye of the observer and the flame, so that nothing but the spire of the flame can be seen as it gradually towers over the upper margin of the hand. The observation is generally commenced near the floor of the mine, and the light and the hand are gently raised upwards till the true state of the circulating current is ascertained.

"The first indication of the presence of inflammable air is a slight tinge of blue, or bluish grey colour, shooting up from the top of the spire of the candle, and terminating in a fine extended point. This spire increases in size, and receives a deeper tinge of blue, as it rises through an increased proportion of inflammable gas, till it reaches the firing point. But the experienced collier knows accurately enough all the varieties of shew (as it is called) upon the candle, and it is very rarely fired upon, excepting in cases of sudden discharges of inflammable gas."

In that day many mines actually escaped explosions year after year, for the reason that the ventilation was so far lacking that the per cent of methane was so high (above 14.6 per cent) as to actually prevent same. Later when a nominal attempt to introduce fresh air into the pit was attempted, explosions occurred, the volume of air introduced just sufficient to dilute the gas to the explosive point, 5.3 to 14.6 per cent.

To more than touch on the earlier methods em-

ployed to ventilate the pits would occupy space several chapters in length. Among the expedients adopted was that of tying into a bundle approximating size the area of the shaft, gorse or furze, species of shrubbing carrying its foliage, which was rapidly raised and lowered within the shaft, the piston-like action stirring up the air within the nearby workings. In certain cases the haulage ways were covered with rough timber, this floor-like structure raised some distance off the bottom, the wet space below the floor used as an intake, the return air moving above the floor upon which the hurriers dragged their sledges loaded with coal. Another expedient was that of cutting a narrow groove in the rib alongside the haulage way which was covered with a board and daubed up with wet clay, fresh air pumped into the interior of the mine through this groove by a bellows operated by man power. In certain cases natural ventilation was secured by the sinking of an air shaft which was carried above the surface by the erection of a "chimney", usually of stone construction, the fresh air entering through openings located at a lower level. Later on the natural draft produced by the "chimney" was increased through the medium of a "fire basket", a form of fire grate suspended some distance from the surface and within the shaft, in which a coal fire was kept burning; the air within the shaft when heated rising, to be replaced by fresh air entering through separate openings, or through a section of the single shaft separated from the upcast by a partition, the intake compartment used for the movement of men, coal and material.

The "fire basket" in time yielded to a furnace installed at or near the bottom of the upcast shaft or compartment, where a fire was maintained at all times. After numerous serious explosions had occurred as the result of leading the return air containing a high percentage of gas through and over the fire, attempts were made to isolate the furnace from the return current, a sufficient volume of fresh air led to the fire to insure proper combustion. It should not be understood that the furnace ventilated mine was not always ventilated. In the beginning a few hundred or thousand cubic feet of fresh air per minute represented the limit of ventilation obtained, but as the mines grew in depth and area developed, larger shafts were constructed, multiple furnaces were installed and provision was made to "split" the current through the medium of stoppings, regulators, trap doors and brattices. The overcast also appeared as an aid to ventilation doing away with the trap door then operated by boys of tender age. The efficiency of the furnace ventilation method is evidenced by the fact that one Northern Colliery so far developed

their furnaces as to move 190,000 cubic feet of fresh air per minute into the mine. Much time and thought was given to the use of steam jets introduced within the return shaft as a lifting medium. The steam supplied from boilers (carrying what was then classed a high pressure, 30 pounds) located within the mine. It was not until the coming of the nineteenth century that an attempt to employ mechanical ventilation methods appeared. About 1807 to 1810, Mr. John Buddle, Jr., the son of John Buddle, Sr., before mentioned, whose genius left an indelible impress on the coal mining industry, developed a steam driven air pump, alternately tried as a forcing and an exhausting pump. This device was made of three inch fir plank, the square pump chamber fitted with a wooden piston five feet square, with a stroke of eight feet. At a speed of twenty strokes per minute the device had a theoretical capacity of 8,000 cubic feet, leakage, however, reducing the actual discharge to 5,000 or 6,000 cubic feet per minute. In 1813, a man whose name has passed from the records, suggested the use of a large fan patterned after those then used to separate grain from chaff after threshing. This man submitted his suggestion to an engineer who decided it would not answer, and so the credit for a great and compelling idea passed to others. About 1820 small blower fans appeared, two men at the cranks furnishing the motive power, and in 1827, a small hand driven exhaust fan was applied to a mine in Renfrewshire, successfully removing the blackdamp occasioned by a gob fire which had driven the men out of the pit. This fan with vanes arranged like those used for winnowing grain and located within a circular case, was fastened by air tight connections to the top of the shaft, and small though it was, its effect extended over a mile in distance underground. With the application of the fan the relative merits of forced and exhaust methods of ventilation (no definite standard yet defined, in America at least), flared up in Great Britain. In 1837, Mr. William Fourness, a painter of Leeds, England, appeared with a model of an exhaust fan which he had constructed two years before, the Mining Journal of February 25th, 1837, reproducing the following article first published in the Leeds Times:

"Ventilation of coal pits.—An ingenious townsman of ours, Mr. W. Fourness, painter, has invented an apparatus for ventilating coal-pits, and other places where inflammable vapours may exist. A gentleman well acquainted with such matters, has formed a very decided opinion in its favour, as being admirably adapted for the purpose for which it is intended. The construction, we understand, is of a very simple description; but such is its power and capacity, that it is calculated to extract between eight

and nine thousand gallons of gas, or air, per minute, which is driven at the rate of sixty-five miles per hour. With this apparatus in operation, the inventor expresses his fullest confidence that the pit may be entered at all times with lighted lamps, and with the most perfect safety. At the top of the shaft, a small gas-cock is fixed, by the means of which the state of any pit may be at any time ascertained with the greatest precision. The great advantage of the principle on which this apparatus is constructed, is, that instead of forcing the atmospheric air into the pit, as by the old plan, it first extracts the hydrogen gas, and the atmospheric air then follows down the shaft, thereby rendering an explosion impossible."

Fourness obtained letters patent for his invention on November 16th, 1837, and immediately thereafter the subject of mechanical ventilation as a substitute for underground furnaces took first place in the discussion of coal mining affairs. In Great Britain the larger Colliery Managers discouraged the use of the new method, while those of Belgium and France seized upon same with alacrity. Various types of ventilating machinery were invented and tried during the early years of the translation period, during which the furnace grudgingly yielded to the fan, such including many types of air pumps, both force and exhaust; pumps constructed on the principle of the Archimedean screw, an idea which failed in its application to air movement but which led to the invention in 1835 by Mr. Thomas Eliot, an uncle of George Eliot the author, of the anemometer, a mechanical substitute for the flash of gunpowder then in common use in measuring the velocity of air currents. Mr. Eliot was rewarded by the Northern Country Colliers with a gift of ten guineas (\$51.00) for his invention, the forerunner of the jeweled bearing instrument of to-day which is so sensitive as to admit of response to the breathing of an infant child. Passing the question of the hazards that are occasioned by improper drilling and shooting, including the use of black powder, the overwhelming cause of coal mine explosions today as in the past, lies in lack of proper ventilation although a limited volume of air is sufficient to ventilate a substantial territory providing adequate airways and stoppings are maintained. This requirement is too often neglected while larger capacity fans are installed at greatly increased expense for power, until when least expected, perhaps precipitated by a sharp fall in barometric pressure, explosive gas; noiseless, tasteless, and without perceptible odor, gathers in some quiet room or entry, resting like a coiled rattlesnake to strike, when an open light, a spark from a power driven mining machine or defective electric cable appears. Even falling roof material,

creating by impact frictional heat, has been assigned as the cause of gas ignition in mines where no power machinery whatever was employed, and upon days when no men were within the mine. Truly, full and complete ventilation constitutes the first line of defense.

We have heretofore adverted to the work and influence of men, who while wholly without the coal mining industry of Great Britain, gave unsparingly of their time, money, and most of all their genius, to the betterment of those who worked within the mines. It is true that in the first quarter of the nineteenth century, scientific training was the possession of the fortunate few, although then as now, genius came out of the cottage as often as it appeared at the door of the rich. Perhaps the most illuminating example of effort made to solve the problem of the extremely frequent mine explosions then occurring in Great Britain, by men of culture and genius from the outside, is that which brought about the invention of the safety lamp yet spoken of as the "Davy" which revolutionized the mine accident situation in Great Britain more than a hundred years ago. This story is so intriguing as to warrant more than the brief telling our space affords. Mr. John Buddle, Jr., who seems to have won for himself a place in the industry comparable to that occupied by Mr. Thomas A. Edison in the electric world of today, found that even improved ventilation was not a complete preventative of gas explosions. The failure to properly conduct the available air to all parts of the mine, outrushes of gas occasioned by falls within partially covered areas, etc., proved conclusively that a definitely gaseous mine never could be made safe if the miners continued to use open lights in the conduct of their work. The dire necessity for a means of artificial illumination experienced by the collier from the beginning had led to the invention about 1763 by Mr. Carlisle Spedding, of a device known as the "Steel Mill". In this machine a thin disk of steel five or six inches in diameter, was made to rotate at a high speed through the medium of a train of gears and pinions, a piece of flint held against the edge of the rapidly revolving disk. This device, throwing off as it did a continuous shower of brilliant sparks, enabled one or more colliers to grope about somewhat more readily than they could when in total darkness. Again the child of that period was drawn upon to endlessly, throughout the long days, turn the crank of the "Steel Mill". When this light was first placed in service it was believed to be absolutely safe in the presence of explosive gas, but when it ignited the gas in a Cumberland Colliery its value disappeared. Few indeed who work in the presence of gas know how sensitive it is to ignition from a tiny spark of electricity or the

spark created by the sudden contact of two hard materials. To drive a nail with a steel hammer or to work with steel tools on a machine in the presence of gas of the right mixture is productive of real hazard. For this reason trained mine rescue men are equipped with copper hammers for use in nailing up temporary brattices within the explosive area. We recall once furnishing wonder and amusement to a household of young people, by the simple expedient of dragging our feet across a floor rug while walking toward a gas light, the jet partially open and gas flowing was readily ignited by the static sparks which crossed the gap between our forefinger and the stream of gas.

(To be concluded in the June number)

Run of the Mine

Safety and the Cost of Government

WITH the thought that certain facts submitted by the representatives of The Union Pacific Coal Company, at the series of Safety Meetings held in Hanna, Superior, Winton, Reliance and Rock Springs, April 6th to 10th inclusive, should be of interest to members of the Company's operating staff, and to the employees unable to attend the several meetings, the following brief resume is submitted:

In discussing mine safety it was suggested that while individual workmen were in no sense opposed to safety regulations, the organization as a whole was apparently lacking in what might be referred to as a cohesive, well integrated desire to reduce the number of fatal and non-fatal; compensable and non-compensable accidents.

That this situation exists cannot be denied in the face of the fact that a vocal minority of our employees, aided and encouraged by certain Union Officials have, in every instance, opposed the methods advanced by the Company's representatives, which were not only directed toward safer operation but likewise toward improvement of living conditions and increased earnings. The opposition to the installation of the electric safety lamp, permissible explosives, water on cutter bars of mining machines and the adoption of the code of mine safety rules, and the gradual disappearance of the arrangement for joint quarterly inspection of all mines by the Safety Engineer or his representative and two mine workers, one of whom was paid by the Company and the other by the Local Union, were referred to in detail. The theory of the joint

inspection was borrowed from the mining laws of the State of Washington, where our Tono mine was operated in 1930 with but thirteen non-serious accidents, the total cost of compensation approximating \$900.00.

Reference was further made to the opposition shown in the beginning to the plan of the summer vacation arrangement, whereby the men in each District are given an opportunity to bunch idle time, insuring a minimum continuous vacation period of ten days without loss of earnings, and reference was likewise made to the opposition, particularly at Winton, directed toward the payment of a premium or bonus to men employed on mechanical loading machines which totalled as of March 31, 1931, \$19,220.54, the men employed on shaking conveyors receiving a premium of \$.80 per man shift, and on the Joy Loaders \$1.26 per man shift, for the first three months of 1931. After presenting the situation above referred to the writer stressed the fact that in his opinion, the overwhelming majority of our men were sound, but until such time as leadership was secured that could develop a flair for business management, but little improvement in safety conditions could be anticipated.

An extended explanation of the reprehensible legislative activities of certain Union officials, both in Wyoming and Washington, was next presented to the employes, and their attention was called to the fact that if the so called "bank to bank" bill had been adopted by the legislature of either State, such would have resulted in the immediate cancellation of the contract, it unthinkable to believe that a contract fixing hours and rates of pay could be violently modified by legislative enactment and thereafter continue to exist.

Attention was also called to the fact that the total expenditures made by The Union Pacific Coal Company for safety measures in the eight years, 1923 to 1930 inclusive, totalled \$890,664.26, and that the casualty record of our American mines, taken as a whole, was most unfortunate, the number of casualties per million man hours in the United States, 4.54; in Belgium, 1.02; in Great Britain, 1.09; in Prussia, 1.95; the unweighted average of the three European countries, 1.34, suggesting that our national accident ratio is 3.48 times as high as the average of Europe.

Reference was made to the cost of government and the growing rate of taxation, which has now reached a point where it bids fair to not only strangle all legitimate business but in addition entail an extraordinary hardship on every worker. It was shown that in 1913 the cost of governing the United States, National, State and Local, was \$2,919,000,000.00, and that in 1928 this cost had grown to \$12,609,000,000.00, an increase of three

hundred per cent. In 1923 the average earner gave 26.5 days work, or \$85.00 to the support of the government, this figure increasing until in 1928, forty-eight days work, or \$155.00 per person represented the individual man and woman worker's contribution to the cost of government. It was suggested that many working men who pay a limited direct tax are compelled to pay heavily by indirection, through the cost of food, clothing, etc. purchased.

Reference was made to the sums levied against Union mine workers employed by The Union Pacific Coal Company during the year 1930, which have been reduced to "cost per man shift" and "cost per ton of coal mined" as set forth in the following presentation:

THE UNION PACIFIC COAL COMPANY— YEAR 1930

Total Man Shifts Worked.....	440,112
Tons Mined, 1930.....	2,897,653
Checked off for Local Unions....	\$84,398.71
Checked off for Hospital Expense..	67,158.81
Paid by Coal Co. for Hospital Expense	14,488.20

Total \$166,045.72

COST PER MAN SHIFT

Local Union Check off.....	\$.1917
For Hospital Expense.....	.1525

Total Union Check off.....	\$.3442
Paid by Coal Co. to Hospital Expense0329

Grand Total per Man Shift.....\$.3771

COST PER TON COAL MINED

Local Union Check off.....	\$.0291
For Hospital Expense.....	.0232

Total Union Check off.....	\$.0523
Paid by Coal Co. to Hospital Expense0050

Grand Total per ton.....\$.0573

In addition to the contribution of one-half cent per ton made to the Hospital Fund by The Coal Company, it furnishes and maintains, including heat, light and water, the District Hospitals at Superior, Reliance, Winton and Hanna.

The total pay roll of The Union Pacific Coal Company for the year 1930 was \$3,994,993.61; total taxes paid, \$204,977.43. The writer suggested that it was absolutely essential that the cost of producing coal, not only on The Union Pacific Coal Company property, but in the commercial mines, be kept down to the absolute minimum if the coal industry in the State of Wyoming was to survive against the competition of fuel oil, natural gas and

the economies in unit consumption which all industries, nation-wide, are continuously effecting. The further statement was made that in 1923 the coal industry of Wyoming employed 8,468 men; in 1930, 4,868, a reduction of 3,600 men, or 42.5 per cent. During the same period the tons of coal mined were reduced from 6,699,779 to 6,070,769, a falling off of 629,010 tons, or 9.4 per cent.

May we, in conclusion, again repeat the suggestion that the Union leaders who sought in Cheyenne and Olympia, to use the coal mining industry of the two states as an opening wedge to reduce the working day from eight to six and one-half hours, might find a fertile field for their courage and activities in the non-union mines surrounding our properties, as well as in the oil and gas fields where more than eight hours are frequently worked, for a wage materially below that paid our employees. This opportunity for progress covered, some attention thereafter might be given to an economical management of their own organization, on the theory that, "money saved is money earned".

The Glen Alden Coal Company Anthracite Strike

ON MARCH 24th, twenty-one Unions representing men employed by the Glen Alden Coal Company, an anthracite property located in Pennsylvania, voted to strike, this in the face of a protest by Mr. John Boylan, President of District No. 1, who asked that an orderly procedure for the adjudication of the cases involved be made use of in attempting a solution. Thereafter some twenty thousand men left the mines with a resultant loss in earnings and permanent damage to the Anthracite industry which, like the Bituminous coal industry, is suffering serious competition from other fuels.

National President John L. Lewis protested against this illegal strike, the miners eventually returning to their places. The forward looking position taken by President Lewis is well expressed in an editorial published in the April issue of "Coal Age", which we take the liberty of quoting in full:

"President Lewis' ringing denunciation of union employes of the Glen Alden Coal Co. who struck last month in violation of the contract between the anthracite operators and the United Mine Workers reflects credit upon the international officials of the miners' organization. Indianapolis has every right to be angry with the men who jeopardize the position of themselves, their neighbors, their employers and their union. That such a blast of condemnation is necessary, however, and that local strikes still plague the poor remnants of the once powerful bituminous territory of the

United Mine Workers emphasize anew a deep internal weakness in the union organization.

"Internal disintegration probably played as big a part as external pressure in the collapse of union power in the bituminous fields. If union officialdom had been as militant the past twenty years in educating the rank and file to a proper appreciation of their obligations to themselves and to their industry as it was in warring against friendly employers, the picture today might be different. If organized labor is to be rebuilt upon a solid basis in the soft-coal regions—and if it is to survive in the hard-coal field—the foundation of that rebuilding must be the re-establishment of confidence upon the part of employers in the sincerity of the men and the integrity of contracts entered into by their union agents."

At It Again

THE Illinois Miner, the organ of the mine workers in Illinois, issue of April 11th, makes the statement that:

"The miners, representing local unions in Franklin, Williamson and Saline counties, plan introduction of a measure in the present session of the Illinois General Assembly aimed to do away with the electric cap lamp and place in its stead the carbide light used in less gaseous mines."

In 1929, the elimination of the electric mine lamp was brought up in the Illinois State Legislature, the bill failing of passage.

Reactionary movements of this character usually have their beginning with one or more men who either seek pecuniary reward or a job of some sort. With men of this character, the safety of those within the mines counts for naught—neither do the opinions of the American, British, German, French and Belgian Mining Department Engineers, whose findings are based on the records of hundreds of casualties, costing thousands of lives.

Again Communism

WHILE some people seem to take Communism as it functions in America with a measure of seriousness, we are inclined to think that the ridiculous side of the enterprise fails to reach many of its sympathizers. In the April "Employees' Magazine", we commented on the unemployed parade staged by Omaha Communists early in February. After the parade referred to therein was disbanded, and as many converts as could be made at five cents per head in the vicinity of Omaha had been garnered, one of the leading organizers who had temporarily shifted his base from Kansas City returned home, from where it is reported he was recently expelled for misappropriation of funds.

While in Portland some weeks ago we were privileged to listen to a great English lecturer and writer, Gilbert K. Chesterton, who commented on Socialism, a mild form of Communism. Mr. Chesterton mentioned the beginning of Socialism with the preachments of Karl Marx, the German Socialist and writer of the middle of the last century, and continuing since the death of Marx in 1883; Mr. Chesterton saying that the cry of the Socialists has been always directed toward the destruction of Capitalism. Mr. Chesterton truthfully stated that every Socialist pretended at least to believe, that the world could never prosper until Capitalism as an institution was destroyed. Thereafter this distinguished English speaker called the attention of his audience to the fact that the most gigantic experiment leading toward the destruction of Capitalism and the substitution of Socialistic theories is now being staged in Russia, where approximately ninety-four per cent of the people were attached to the soil, less than six percent engaged in Capitalistic activities either as employers or urban Industrialists.

Mayor Metcalfe of Omaha uttered a real mouthful when he told those participating in the Communist parade first referred to, that if they would put in as much time and effort in securing jobs as they did in following un-American theories of government, they would be very much better off. There is just one thing that is needed to close out the theory of Socialism for all time. That is nothing other than a volume written by a man with the genius of Cervantes, who put Knight-Errantry out of the running with his "Don Quixote", or Dean Swift with his "Gulliver's Travels". We are inclined to think that Will Rogers with his rope and a few packages of chewing gum, could laugh the whole enterprise out of Court in thirty days.

All Things are Relative

WE RECALL hearing a story told a good many years ago on a certain business man then living in Denver, who owned a ranch located in the foot hills some twenty miles away from the Court House. The ranch staff consisted of two silent mannered employes, Sam and Bill. The owner was a rather garrulous individual, very fond of the sound of his own voice. He made it a practice to hitch a span of ponies to a buckboard on every pleasant Saturday afternoon, driving to the ranch where he remained until Monday morning.

Before leaving Denver the "boss", as Sam and Bill called him, always filled a cracker box with fresh eggs, sliced ham and other edibles of his own choice, adding thereto a half dozen new corn cob pipes and an equal number of sacks of Bull Durham smoking tobacco. Arriving at the ranch and

while Sam and Bill put away the ponies, the "boss" took off his coat, rolled up his sleeves and proceeded to cook a mess of ham and eggs "hunter style". He professed a preference for eggs "hunter style", perhaps because of his inability to turn the eggs over without spilling the contents. When the meal was prepared and the table set, the trio sat down to enjoy the ham and eggs, this feast always followed by prolonged comment on the part of the "boss" on various topics of current national importance.

One evening, with the table cleaned up and everybody smoking Bull Durham in a new cob pipe, the orator discoursed learnedly on various topics, including love, war, religion, high tariff versus low tariff, and if we are not mistaken, the Reciprocity Act which was then much in the public mind. Having exhausted his repertoire the speaker closed, as was his practice, the evening's oration with what he thought was a trite remark; his choice of mottoes for this particular evening being: "After all, all things are relative."

During the lengthy discourse, neither Bill nor Sam had done otherwise than smoke their pipes, preserving their usual silence. Disregarding this situation, however, the "boss" turned quickly toward Sam with the remark: "Sam, you and I have in the past had a good many talks; now what do you think of the reciprocity situation as I have explained it this evening?"

Sam waited for 30 seconds, shook the tobacco out of his pipe, replying, "Boss, relations are sometimes hell!"

What we are leading to is this: The Union Pacific Coal Company is related to the Washington Union Coal Company, and it also related to the Union Pacific Railway System. The Washington Union Coal Company makes a persistently fair accident record. Various units of the Union Pacific Railway system continue to show a continuous decrease in the number of accidents suffered. As for example, the Oregon-Washington Railroad and Navigation Co., the Pacific coast portion of the System, maintained a steady and consistent decrease in the casualty rate for the past nine years, the year and casualties per million man hours are respectively: 1922, 11.92; 1923, 11.69; 1924, 9.01; 1925, 8.77; 1926, 8.08; 1927, 5.03; 1928, 4.63; 1929, 2.65; 1930, 1.94.

In the case of the Los Angeles & Salt Lake Unit, the casualties to employes, reportable to the Interstate Commerce Commission, were as follows: 1913, 406; 1922, 170; 1923, 83; 1924, 98; 1925, 99; 1926, 42; 1927, 58; 1928, 38; 1929, 64; 1930, 18.

In the case of the Oregon Short Line, the casualties per million man hours were reduced to 2.62 in 1930 from 17.75 in 1921.

With respect to the Union Pacific portion of the system the casualty rate per million man hours reached the low point of 5.00 in 1923. That achievement was then looked upon as approaching rock bottom, but in 1930 the casualty rate was pressed down to 1.97 per million man hours, a reduction of 60 per cent from the 1923 achievement. In substance, the Union Pacific System leads the whole American Railway world in safety results.

This comment was headed with the words "All things are relative". The fact remains that The Union Pacific Coal Company, as expressed in safety results, seems to be lacking in its ability to even approach the standard of excellence sustained by its near relatives. This in the face of the fact in the eight years ending December 31, last, a total of \$890,754.72 has been expended by the Coal Company on safety measures and equipment. We are using closed lights, permissible explosives, water for sprinkling, rock dusting, adequate ventilation, and we are maintaining a heavy and expensive safety supervisory force, yet withal, the ambulance makes its too frequent trips between the portals of our mines and our hospitals.

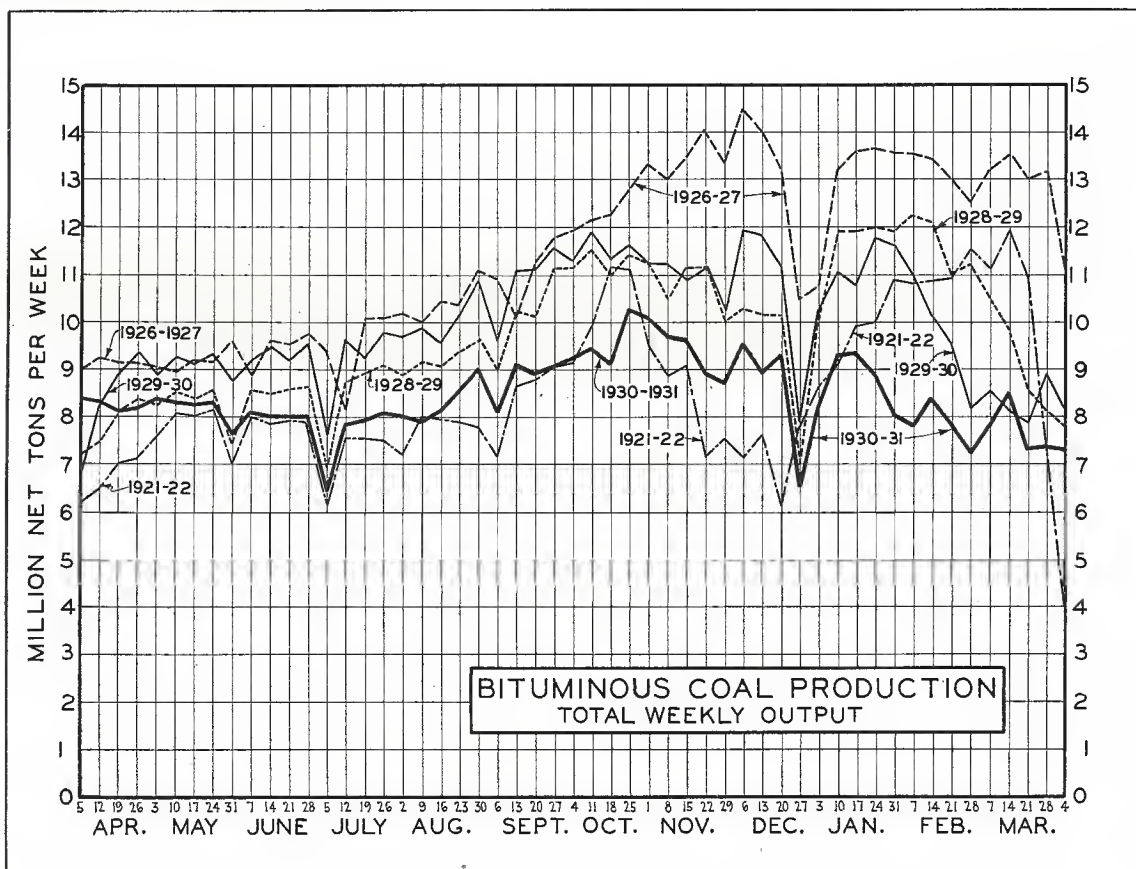
A tremendous price is being paid for accidents suffered, and when we say price, we are not talking in terms of workmen's compensation or money

spent in our mines, but of widows, of orphans, of human suffering, all of which are charged against our employees and one that the expenditure of money will not alleviate, suggesting that the safety of our employees is almost wholly a personal problem, one that can only be solved by every individual becoming safety minded. Frankly speaking, "our relatives" have cause to be ashamed of us. We are just what Sam said, —.

Production and Distribution of Bituminous Coal in the United States

WE REPRODUCE herewith the graph prepared by the United States Bureau of Mines, covering the production of coal for the fiscal years ended March 31, 1921-1922; 1926-1927; 1928-1929; 1929-1930; 1930-1931; the last year shown by the heavy black line.

The United States Bureau of Mines maintains statistics of coal production for both the calendar year and the fiscal year. We have reproduced the fiscal year curve, representing as it does, the latest available information; the production for the past five coal years as follows:



1926-27.....	591,887,000 net tons
1927-28.....	476,356,000 net tons
1928-29.....	508,458,000 net tons
1929-30.....	516,318,000 net tons
1930-31.....	437,775,000 net tons

the figures for 1930-31 showing a falling off from the average of the preceding four fiscal years of 85,780,000 tons, or 16.4 per cent.

The very mild winter that obtained all over the country contributed to the shrinkage in demand, but even more serious than that situation is the growing measure of coal displacement that is occasioned by the increased consumption of natural gas and fuel oil.

The Annual Vacation

COMMENCING in 1929, annual vacations were planned for all mine employes, a two weeks' lay off arranged for that year. Finding that the majority of our employes preferred a ten day period, the shorter lay off was made effective in 1930, and the ten day period will be used this year.

The schedule as now arranged will be as follows:

Winton	From June 1st to 10th
Rock Springs	From June 21st to 30th
Superior	From July 1st to 10th
Reliance	From July 11th to 20th
Hanna	From July 17th to 26th

The dates shown are inclusive, and as a certain district must go on vacation early the dates have been rotated, Superior leading off in 1929, Rock Springs in 1930, with Winton leading this year which will necessitate Reliance leading off in 1932. As Hanna supplies a separate territory the vacation date for that district has been held back as long as possible on each of the three years.

It will be understood that where employes desire to extend their vacations in order to visit relatives or friends living at a distance, earlier departures can be arranged by consulting the superintendent.

A Hail from Afar

FROM the Far East, a few days ago, we received a letter written in the Grand Hotel De Pekin of Pekin, China, containing greetings from Reverend Stephen D. Pyle who, out of his very gracious disposition, continuously remembers his western friends. The note was particularly interesting from the fact that it contained an endorsement written by another old friend, Mr. Homer B. Tally, Terre Haute, Indiana, who seemingly ran across Rev. Pyle in the hotel at Pekin.

It is nice to be remembered by old friends, but it is even nicer to "remember to remember" your friends.

Ten Minute Talks With Workers

This is the fifth of the series of Ten Minute Talks With Workers, which is reproduced with permission of the "Times", London, England.

THE ORIGIN OF WEALTH*

WHEN the Bible tells us that Mordecai "sought the wealth of his people" it does not mean that he tried to steal their property, but that he diligently endeavoured to promote their welfare. Wealth was once a broader and, we may admit, a nobler word than it is today. It once meant welfare; it now means the material goods which secure to us one particular kind of welfare. Wealth does not ensure welfare, but welfare is difficult to all men and impossible to most without some measure of wealth.

It is one of the most difficult of the economist's tasks to measure the wealth of a nation. For very important reasons it is now necessary to have the most exact estimate of the wealth of Germany, but it is obvious to any one that there are very great differences of opinion on the matter. We can see clearly enough that national wealth is subject to variation. No one would deny, for example, that England today is wealthier than Spain, whereas in Queen Elizabeth's time, Spain was wealthier than England. Similarly, it is quite clear that England is today very much wealthier than she was in 1600, or in 1700, or in 1800.

In 1889 Sir Robert Giffen, a great authority, estimated the wealth of the United Kingdom at \$1306.80 per head. He quoted from earlier writers an estimate of the wealth of England in 1600 at \$160.48 per head. That was as far back as he could go, but we can in our mind's eye trace it right back to the misty times before history begins, and the further back we go the smaller we find man's accumulated stock of wealth was and the feebleness was his hold on life itself. All men were once as the Eskimo and the Australian bushman are today. Is it the growth of wealth that has made civilization first possible and then enduring?

THE SPRINGS OF WEALTH

The growth of wealth is due to two causes: One is individual, and springs from man himself. The other is social, and depends on the relation of men to one another. All through history you can see these two causes operating with ever-increasing strength, with the result that wealth has accumulated with increasing rapidity.

The beginning of wealth is any surplus over present needs. But when the Eskimo gets such a surplus he gorges and sleeps, and has to begin again at the old level when his surplus is exhausted. Something more than a surplus is wanted, and that

is the will to use the time during which it lasts in turning out new goods to supply new needs. When a primitive man had sown his seed-corn and yet had enough food-corn by him to last till harvest, his wife could sit and spin while he built a better house or made utensils. In this way wealth accumulated. And when money and trade develop, these multiply a hundred-fold ways of using surplus to the best advantage.

There is no other method of increasing wealth than this old way of working for a surplus. The intricate machinery of modern society may hide but cannot alter the fact, for it is a law of nature, and there is no appeal against her ruling. The war compelled nations to consume faster than they produced, to suffer deficits instead of making surpluses. They did it for high and noble purposes knowing that, with a nation as with a man, life consisteth not in the abundance of things possessed. Now, these greater aims are accomplished, they must get back to the making of a surplus if the community is to enjoy its former prosperity permanently.

In the earliest times it was seen clearly enough that no man would create a surplus unless he was secured in the possession and enjoyment of it when made. The oldest codes of law provide for this. "Thou shalt not steal" is not only sound morals but practical economics. The mark of Western civilization is that it has, century by century, improved the relations of men to one another in society. Formerly, "the good old rule" was

*They shall take who have the power,
And they shall keep who can.*

But this "simple plan", as the poet called it, kept society poor as well as individuals. Today, if a man filched a turnip out of a peasant's barn, the whole force of society would come down on him, through the local police-court, to teach him better social conduct. So ingrained is this feeling now that in a modern mining camp, where men will drink and dice with a murderer, they will combine in a moment to hunt down a thief.

The aim of true social reform is to bring to greater perfection these two world-old causes of the growth of wealth; that is, (1) to make it easier for all who will make a surplus; and (2) to secure them in the undisturbed enjoyment of it. Plans which ignore the need for a surplus and the need for security are doomed by the nature of things to be disastrous.

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Death of Mr. G. W. Megeath

ANOTHER pioneer coal man in the person of Mr. G. W. Megeath of Omaha, passed away at eight A. M. Saturday, March 28, 1931. Mr. Megeath had been a sufferer of the disabilities that oc-

casioned his death, for some twelve years, his extraordinary vitality and tenacity of purpose carrying him through a period which few men would have survived.

Mr. Megeath was the son of Mr. J. G. Megeath, who left his home in Virginia in 1850, joining the throng who crossed the continent in response to the lure of the discovery of gold in California, which was then engaging the attention of the world. Mr. Megeath, Sr., returned to his home in Virginia in 1854, and Mr. G. W. Megeath was born at Leesburg, Virginia, June 1, 1857, a short time after his father had left Virginia to establish a merchandising business in Omaha. The mother followed her husband to Omaha, bringing her infant son with her.

Mr. Megeath was a pupil in the Omaha public schools, spending some time as a cadet in a military academy located near Baltimore, Maryland, thereafter entering Omaha's newly organized high school. His first employment was that of clerk in the Union Pacific offices, later becoming a chief Clerk to C. B. Havens in charge of the railway coal department. In 1886 Mr. Havens and Mr. Megeath entered the retail coal business in Omaha which was later expanded to include the wholesaling of coal. In 1891 Mr. Megeath returned to the Union Pacific as General Manager of The Union Pacific Coal Company, soon thereafter joining a number of business men in the purchase of the Sweetwater coal mining properties located near Rock Springs, Wyo. This company was later purchased by the Central Coal and Coke Company, its present owners, Mr. Megeath entering the employ of the Central Coal and Coke Company as General Manager, locating in Kansas City.

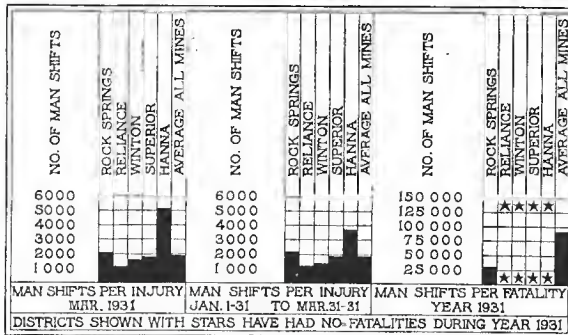
In 1903 he purchased the Sheridan Coal Company of Sheridan, Wyo., taking over and developing additional mining properties in the South Eastern Kansas coal field. Later he organized the Roundup Coal Mining Company, a Montana property and at the time of his death was Chairman of the Board of the Sheridan Coal Company, operating properties at Rock Springs and Hudson, Wyo., Roundup, Montana, and in the South Eastern Kansas coal field.

Mr. Megeath was a strong, forceful, virile business man, whose personality well fitted him to the work of developing the west, and when fortune came to him he established numerous private donations, among which might be mentioned the transfer of his home located at 2137 South 33rd Street, as a Masonic Home for Orphan Children, this transfer made without consideration and as a memorial to his father.

Mr. Megeath's survivors include his wife, Mrs. Ida G., two sons, W. F., residing in Minneapolis, and J. E. of Los Angeles, a sister, Mrs. E. B. Robertson, residing in San Francisco, and a brother, Mr. S. A. Megeath, a resident of New York City. Mr. Megeath's remains were laid to rest in the family vault at Prospect Hill Cemetery, Omaha, Tuesday afternoon, March 31st. A vast concourse of old and intimate friends attended, including men who had played with him in infancy.

Make It Safe

March Accident Record



March was a bad month from the standpoint of safety. During the month one district, Rock Springs, dropped its stars from the fatality column for the year by having one fatality.

On March 7, Harry Stuart, Motorman in Rock Springs, No. 8 Mine, met his death when the locomotive he was operating, derailed, knocking out a set of timber and pinning him between the top of the locomotive and a heavy cross bar. This accident was the first fatality for the year 1931.

During the month there were 16 other compensable accidents reported, none of which were very serious, but all causing a large amount of lost time. Look over this list of accidents and see what simple things cause an accident. You will note that there were 6 finger and hand injuries, all of which were avoidable. There were foot injuries to two individuals. If these two individuals had worn hard toed shoes, they undoubtedly would not have lost any time.

Of the 17 compensable injuries for the month, at least 14 were avoidable.

BY DISTRICTS

Rock Springs	10,431	5	2,086
Reliance	3,473	3	1,158
Winton	4,902	3	1,634
Superior	9,069	5	1,814
Hanna	5,146	1	5,146
<i>All Districts</i>	<i>33,021</i>	<i>17</i>	<i>1,942</i>

PERIOD JANUARY 1 TO MARCH 31, 1931.

Rock Springs	28,964	13	2,228
Reliance	10,043	8	1,255
Winton	14,447	10	1,445
Superior	24,777	13	1,906
Hanna	15,075	4	3,769
<i>All Districts</i>	<i>93,306</i>	<i>48</i>	<i>1,944</i>

BY MINES

Place	Man-shifts	Injuries	Man-shifts Per Injury
Rock Springs No. 4..	3,454	2	1,727
Rock Springs No. 8..	5,052	3	1,684
Rock Springs Outside	1,925	0	0
Reliance No. 1.....	2,735	3	912
Reliance Outside ...	739	0	0
Winton No. 1.....	1,959	2	979
Winton No. 3.....	1,917	1	1,917
Winton Outside	1,026	0	0
Superior "B"	2,261	0	0
Superior "C"	2,428	2	1,214
Superior "D"	31	0	0
Superior "E"	2,709	3	903
Superior Outside ...	1,640	0	0
Hanna No. 2.....	840	1	840
Hanna No. 4.....	2,261	0	0
Hanna No. 6.....	166	0	0
Hanna Outside	1,879	0	0

SAFETY LESSONS FROM NATURE



The **WOODPECKER**
when he works
he uses his head

Practical First Aid

ON WEDNESDAY, March 25, 1931, Mr. G. L. Hunter, employed by Washington Union Coal Company to furnish mine timber, while on duty about one mile from the mine, in stepping from one log to another, slipped and fell in such a manner as to break his left leg in the thigh, about four inches from the hip. While the accident in itself was very unfortunate, it was indeed fortunate that another employe located only a short distance from the scene of the accident, and engaged in sealing airtight a surface cave hole, heard and responded to Mr. Hunter's call for help, thereafter at the request of Mr. Hunter, going to the mine for additional help.

The party which went to the assistance of Mr. Hunter, was made up of Messrs. Jack Dowell, Sam Hoag, Lyle Davis, Loran Roulst, John Monohan, H. Gonderman, B. Kelley, P. Barret, J. Edwards and Fred Pontin, all of whom have had First Aid Training. Mr. Pontin, being the man most readily available, was especially assigned to take charge of any First Aid requirements including preparation for carrying the injured man out of the woods and thereafter transporting him to the hospital at Centralia, a distance of fifteen miles, at which place he arrived with no undue discomfort, his injury not being aggravated by the trip in the slightest degree (thanks again to the First Aiders). The First Aid treatment and preparation for transportation was so thorough and effective that the Chief Surgeon, Paul W. Sweet, not only brought the case to the attention of the nurses and members of his staff, but he also addressed the following letter to our employes' local Union at Tono:

"Mr. William Barber,
President of the Local Union,
United Mine Workers of America,
Tono, Washington.

Dear Sir:

"We desire to take this opportunity of congratulating your first aid crew on the excellent manner in which they handled the accident brought to our hospital Wednesday of this week (March 25th).

"It is easy enough to put a perfect splint and first aid dressing on an *uninjured* man, but it is quite another thing to apply a first aid dressing absolutely perfect to an *injured* case, and handle under adverse circumstances, and actually get the patient to the hospital with absolutely no displacement of the fragments, especially in the case of a fractured femur, as was the case with Mr. Hunter.

"I have been doing Industrial Surgery in the State of Washington for twenty-two years, and I have never seen a more perfect handling

of a situation than was displayed by Tono First Aid men the other day.

"Mr. Hunter is doing nicely, we applied a double spica plaster cast with patient on the Hawley table, and he has never had the least bit of pain in the leg, although he is anything but comfortable, having never been in 'jail' before. We anticipate a perfect result in this case.

The Sweet Clinic,

By (Signed) Paul W. Sweet, M. D."

The Tono lads, and indeed our First Aiders generally, are quite modest and seek no praise or glory for the service they rendered, feeling they are amply repaid in the knowledge that they are competent to not only relieve the suffering of an injured fellow being, but likewise they are able to prevent even more serious results ensuing from the injuries received.

The Management of the property extends its hearty congratulations to Tono in this most excellent piece of work, and to all others who have prepared themselves to render similar service when occasion requires.

Program For First Aid Field Meet

Friday, June 12, 1931

9:00 A. M.—All of the contesting teams, Men's Teams, Girl and Boy Scouts First Aid Teams, will meet at the First Aid Hall, opposite Union Pacific Freight Depot in Rock Springs. Led by the Rock Springs band, the parade will form and march through town to the Old Timers' Building.

9:30 A. M.—First Aid Contest for Boy and Girl Scouts.

12:00—Noon.

2:00 P. M.—Recess for lunch.

2:15 P. M.—First Aid Contest for Men's Teams.

5:30 P. M.—Banquet at Elks' Club for Boy and Girl Scouts.

Prizes will be awarded winners of the Boy and Girl Scouts First Aid Contest at the banquet at the Elks' Club, Friday, 6:00 P. M., June 12th.

The Men's First Aid Teams are invited, and will be entertained, at the Old Timers' Banquet, Saturday, 12:00 P. M. (Noon), June 13th.

Note: All contesting First Aid teams should have their equipment and first aid boxes at the Old Timers' Building not later than 5:00 P. M., Thursday, June 11th.

Urges Greater Care in Driving Autos

DECLARING that an analysis of the 32,500 fatalities and the 960,000 motor injuries in 1930 demonstrated that the carelessness of drivers was the biggest single cause of the increasing toll of automobile accidents, the American Automobile Association today issued a nation-wide appeal to all drivers urging the "placement of responsibility at the wheel as the first and major requisite for greater safety."

HEAVY INCREASE LAST YEAR

"The figures show," President Thomas P. Henry of the association said, "that not only are the total number of fatalities increasing from year to year, but the fatalities are also increasing in proportion of registration. In 1926 there were 106.9 deaths for every 100,000 registered vehicles; in 1927 there were 111.9; in 1928 there were 114.2; in 1929 there were 117.8 and in 1930, without any appreciable increase in registration or mileage operated, the deaths per 100,000 vehicles had mounted to 122.5.

"The story of 1930 simply amounts to this. The increase in motor-vehicle registration was less than 1 per cent, but automobile accidents increased 12 per cent, fatalities increased 4 per cent and injuries increased 13 per cent.

"Four fundamental factors underlie the range of motor accidents:

"First, the degree of responsibility exercised by driver and pedestrian.

"Second, the vehicle and its condition.

"Third, the roadway—its fitness and character.

"Fourth, the regulations for the use of the roadway.

"If the accident experience of 1930 means anything, it means that we have made the least progress in the establishment of responsibility at the wheel and on the curb.

"Nearly half of the fatalities, 45.9 per cent, to be exact, were caused by automobiles striking pedestrians, while 49.2 per cent of the injuries were due to collisions between automobiles. It is significant that 30.8 per cent of the drivers causing accidents did not have the right-of-way, and that 16.1 per cent were on the wrong side of the road.

EVENING HOURS MOST DANGEROUS

"Another indication of irresponsibility on the part of operators is seen in the fact that the direction of travel was straight ahead in more than 85 per cent of all fatal accidents and in 78 per cent of the non-fatal mishaps.

"While more than 40 per cent of fatal accidents occurred on the State highways in rural areas, 43.5 per cent of the total number of injuries occurred at street intersections. In all of these the five-hour period from 4 P. M. to 9 P. M. seemed the most dangerous and 38 per cent of the fatal accidents and around 30 per cent of the non-fatal accidents occurred during these hours. The homeward rush

at dusk from office and factory is generally conceded to be the cause.

"With regard to highway conditions at the time of accidents, it is interesting to note that 79.9 per cent of the fatal and 80 per cent of the non-fatal mishaps occurred in clear dry weather. This does not, of course, mean that good visibility and dry streets are dangerous. It is simply a reflection of the large mileage rolled up in such weather. It also means that motorists and pedestrians exercise greater care when conditions for driving are decidedly bad."

Harry Stuart is Killed in Mine Accident

MR. HARRY STUART, American, Motorman, age 32, single, was killed about 2:00 P. M. in No. 8 Mine, Rock Springs, Wyoming, March 7, 1931.

Deceased was pulling a trip of empty cars from the entry parting on the main slope to the loading machines on the inside of the entry, when about 2500 feet from the slope parting, the "cab end" of the locomotive derailed, knocking a post from under a large cross bar. This allowed one end of the heavy bar to fall, pinning Mr. Stuart on the locomotive which caused his death probably instantly. The cause of the motor derailment was due to the lower half of a gear case dropping below the surface of the lead rail of a switch, which shoved the cab end of the locomotive into the timber.

The gear case is a guard that covers the propelling gears of an electric locomotive and prevents foreign material, such as coal, sand, rock, etc., from getting between the gear teeth. On the locomotive in question, these gear cases are in two halves, the top half being held in place to the armature case by three cap screws, and the lower half of the gear case is fastened to the upper half by two bolts and nuts. Should one of these bolts and nuts become loose and fall out, it allows the lower half of the gear case to fall about 2 inches below the surface of the rail; and in crossing over a switch the case will strike the "lead rail". At a slow rate of speed the locomotive will probably not be derailed, it may even become stalled, but if enough momentum is gathered, the locomotive is very likely to be derailed. The latter is what happened to the locomotive that Mr. Stuart was operating.

About 500 feet outby the switch where the motor derailed, one nut and bolt were found that had fallen out of the gear case. It was brought out in the investigation of the accident that Mr. Stuart and John Winiski had tightened this bolt and nut the day before with a pair of pliers, but had made no mention of this to any of the repairmen or mine officials.

The lamentable thing is that they undoubtedly did not know what a serious accident one of these gear cases could cause when only held in place
(Please turn to page 201)

Annual Safety Meetings Held

SAFETY first and last, and above all, Cooperation, was the thread of thought of the meetings held at each of The Union Pacific Coal Company towns during the week April 6th to April 10th. The occasion of these meetings was the presentation of an award to each foreman who conducted his mine during the year 1930 without a fatal accident. Mr. Eugene McAuliffe, President of The Union Pacific Coal Company, George B. Pryde, Vice President, I. N. Bayless, Assistant General Manager, and V. O. Murray, Safety Engineer, and Senator Thomas Gibson visited each community, making the awards. Excellent audiences and well selected programs were presented at each meeting, leaving something of an inspiration tenor after each which we cannot help but believe will be carried over into a much better Safety record for 1931.

The initial meeting of the series of Safety Meetings lasting throughout the week, occurred at Hanna, Monday, April 6th. Present on the platform were: Mr. Eugene McAuliffe, President of The Union Pacific Coal Company; George B. Pryde, Vice President and General Manager; V. O. Murray, Safety Engineer; O. G. Sharrer, Mine Superintendent; John Kelly, Bert Taylor and William Dickson, officials of the Hanna Local Union; and Mrs. Hugh Renny. Mr. Sharrer acted as Chairman and introduced the several speakers.

Mr. Kelly talked for the United Mine Workers of America, and urged the members to cooperate in the matter of Safety in and around the mines. Mr. Murray gave a resume of the safety work in the Hanna mines and throughout the other districts of the Union Pacific Coal Company, comparing these records with some very excellent records which are being made in mines throughout the United States, the comparison being rather unfavorable to The Union Pacific Coal Company safety record.

Mr. Eugene McAuliffe gave a very extended talk, reviewing the condition of the coal industry throughout the United States and comparing The Union Pacific Coal Company safety record with that of many other districts throughout the country, laying special emphasis on the fact that Great Britain and continental Europe, although working under a very much more unfavorable condition on account of the great depth of the workings, presence of explosive gas and many other difficult physical conditions, make a much better safety record when compared with ours on a million-man-hours basis.

Mr. McAuliffe laid special emphasis on the fact that the rather unfavorable safety record shown by The Union Pacific Coal Company for the year 1930 was due, in his opinion, to absolute lack of cooperation. He specified the measure of this cooperation by referring to what occurred on the introduction of permissible powder, permissible electric lamps, water on the cutter bars, introduction of

the premium system for mechanical loaders, and many other innovations which had met with decided opposition upon their introduction and had later worked out very successfully. Mr. McAuliffe attributed much of this opposition to lack of leadership by Union Officials, particularly state officers, citing the one particular case whereby the state officers sponsored, during the last meeting of the legislature at Cheyenne, a bill known as the "bank to bank" law, which would have practically put every mine in Wyoming out of operation, and characterized this as a distinct attempt to abrogate the wage agreement now in force.

George B. Pryde talked briefly on the relationship of absenteeism to safety, stating that when regular men did not report for work, that other men who were not so familiar with the job, were put in place of the absentees, and that accidents often occurred through their lack of familiarity with the task at which they had been placed, stating that there was a very definite problem in The Union Pacific Coal Company organization with regard to absenteeism. He deplored the fact that, although there are thousands of people unemployed in the United States today, particularly in the coal mines, the problem of absenteeism in The Union Pacific Coal Company property was causing the officials great concern. He concluded his remarks by delivering to Mrs. Hugh Renny a beautiful framed print to be presented to the ladies of the Community Council at Hanna for meritorious community work.

Mr. Lunsford conducted a musical program which was highly entertaining. At the close of the program dancing and a lunch were enjoyed by the large number present.



*Fred Robinson, Foreman
Superior "C" Mine.*

The Superior meeting, held Tuesday evening, April 7, in the opera hall, was presided over by Mr. L. E. Harris, President of the Community Council. Prior to the opening of the meeting the band consisting of forty members and led by Bishop Young of the L. D. S. church,

most favorably impressed all present with their selections. They bid fair to excel even the former Cumberland band if they keep on improving. Vocal solos by Miss Lamb and Miss McLean were greatly

appreciated by the audience. Senator Thos. Gibson, or "Safety Tom" as he is more familiarly known, briefly mentioned the development of Safety work during the past twenty years and praised the efforts made by the Company to promote Safety. He said he believed The Union Pacific Coal Company now to have the best equipped mines to be found.



William Wilkes, Foreman Superior "B" Mine.

cited many cases where protective clothing had proved a means of preventing accidents.

Mr. McAuliffe followed, comparing the safety record of the United States, which is 4.54 for each million man hours worked with that of Europe, which averages 1.34, thus making our casualty rate 3.48 times as great as that of the rest of the world. Referring to our own accident record, Mr. McAuliffe pointed out the wonderful record made by the Union Pacific Railroad, which in the past seven years has cut their accident record from 5.00 to 1.97, a new minimum. In order to achieve such a record, Mr. McAuliffe said vigilance and constant cooperation on the part of every single employe was required. "Well," he remarked, "might those close kin of ours be ashamed of the record we are making." "We are doing all possible," he continued, "to improve the safeness of our mines, spending during the last eight years \$890,664.00. *But expenditure of money does not make mines safe.*" The diagnosis lay in the lack of a proper cooperative attitude on the part of the men, not as individuals, but in the lack of collective cooperation, when now as never before, perhaps, foresight on the part of leaders was necessary. However, he said he felt we had as good earning conditions here as anywhere, and he was very proud of our communities in the progress they were making along those lines.

Two pictures, reproductions of oils, each of which Mr. McAuliffe explained had a bit of water, so rare in this arid country, were presented as awards, one to Mr. Fred Robinson, Foreman of "C" Mine, and the other to William Wilkes, Foreman of "B" Mine. The ladies were overjoyed with

a third lovely picture which Mr. McAuliffe presented them for their Community House.

Dancing took up the remainder of the evening. Meanwhile, the ladies of the Community Council served a delightful lunch in the Club House, where they had already hastened to hang their new picture.

Wednesday evening the awards were given at Winton. Mr. Thos. Foster, Mine Superintendent, acted as chairman, introducing Mr. Harry Lunn, President of the Local, who spoke forcefully on the need of application of the word THINK by the men to their daily tasks. He urged the men to think every day of Preeaution and Safety in their work and to avoid dangerous haste.

Mr. W. H. Wallace, who has already won recognition as a piper, and his son, Glenroy, who was making his first public appearance, entertained us with the Scottish Pipes. After Mr. Gibson and Mr. Murray had spoken on the importance of Safety from a monetary point of view as well as that of human suffering, we were favored by two vocal solos by youthful Lois Sprowell, whose charm quite captivated us.

Mr. McAuliffe again stressed cooperation with conscious and continuous effort on the part of those



Earl DuPont, Foreman Winton No. 3 Mine.

working in the mines to help improve our accident record. He mentioned the fortunate conditions prevailing here as compared with those in other mining districts where men are unemployed and families are starving. Thus the short sightedness of labor leaders in their attempts to enact legislation which would completely upset this happy

situation seemed all the more foolish.

To Mr. Earl Dupont, Foreman of No. 3 Mine, went the award. He thanked Mr. McAuliffe for the gift and his men who made it possible. The meeting adjourned after a closing selection by the orchestra. While dancing was enjoyed the ladies served tasty refreshments in the Club House.

In Reliance Thursday, the stage in the new gymnasium so attractively set, lent a cheerful atmosphere to the meeting. Messrs. McAuliffe, Pryde, Bayless, Gibson, Thomas, Butler and Murray occupied the stage, with Mr. I. N. Bayless as chairman. Mr. H. G. Thomas, President of Local 905, expressed his hope for the cooperation of all men in the Safety movement and was proud of the rec-

ord made in the mines the past year. He said he felt progress was being made.

Safety Engineer Murray and Senator Gibson spoke on Safety again, while Mr. McAuliffe, as at previous meetings, dealt with the need for safety, cooperation and betterment through organization. He complimented the musicians, whom he felt we

should all be proud of and expressed the hope that much use was being made of the new gymnasium and the Community Hall.

Mr. Ralph Buxton, Mine Foreman, was presented a painting as reward for having no accidents in his mine. Mr. James E. Rafferty, Gas Watchman, voted by his fellowmen winner of

the gold watch, for his outstanding safety work, received the award from Mr. McAuliffe with fitting words of appreciation.

The Old Timers' Building in Rock Springs, Friday evening, was the scene of the last Safety

meeting. On the stage which was most attractively arranged, were Messrs. McAuliffe, Pryde, Bayless, Murray, Redshaw, Fearn, Brown, Freeman and Simpkins. Mr. T. H. Butler, Mine Superintendent, acted as master of ceremonies. The music consisted of McAuliffe's Kiltie Band; a cornet duet by Lauder and Larsen, and a vocal solo by Miss Zelma Sherwood. Miss Turner's dancing pupils were a clever attraction and Carl Bozner was received with the usual enthusiasm.

Mr. Murray briefly outlined the accidents of the past year, comparing our rate with that of other places. Mr. McAuliffe then spoke along the lines of safety and the time, effort and money expended by the Company to reduce accidents, loss of life and human suffering to the minimum. Yet he said, "With every innovation, we have met with an undercurrent of opposition. That the men find with experience that changes made were for their betterment, does not prevent new and suppressed opposition to later innovations." Elaborating further upon the sustained program of resistance and lack of cooperation in safety as well as other matters, Mr. McAuliffe concluded by quoting:

IF I SHOULD DIE TONIGHT

By BEN KING

If I should die tonight
And you should come to my cold corpse and say
Weeping and heartsick o'er my lifeless clay—

If I should die tonight
And you should come in deepest grief and woe
And say, "Here's that ten dollars that I owe"
I might rise up in my large white cravat
And say, "What's that?"

If I should die tonight
And you should come to my cold corpse and kneel,
Clasping my bier to show the grief you feel—
I say if I should die tonight
And you should come to me and there and then
Just even hint about payin' me that ten,
I might arise the while;
But I'd drop dead again.

"And so I say, if a committee should come to me and say we want to do all we can to make the mines more safe and to cooperate



James E. Rafferty, Reliance, Wyoming.



Ralph Buxton, Foreman Reliance No. 1 Mine.



The watch and chain awarded to Mr. James E. Rafferty for Safety Work in 1930 at Reliance.

with you in every way possible, I might rise up in my large white cravat, but I'd drop dead again."

Mr. Chas Gregory was awarded the picture for no accidents during the year in his mine. The Wyoming Wranglers furnished music for the dance which followed, while to the ever faithful ladies of the Number Four Community Council is due the credit for the lunch served in the dining room of the building.



Charles Gregory, Foreman
Rock Springs No. 4 Mine.

Food for Thought

The Omaha World-Herald, issue of Sunday, April 19th, carried a very compelling cartoon. Standing alongside a public highway was the figure of death, a skeleton clothed in black supporting a large sign-board on which was painted the following legend:

- 32,500 killed in auto accidents in the U. S. in 1930—
- 89.9 per cent of the cars involved were in good condition—
- 91 per cent of the drivers had one or more years driving experience—
- 79.9 per cent were on dry roads—
- 80.5 per cent in clear weather

IT'S THE CARELESSNESS OF THE COMPETENT THAT MENACES THE HIGHWAYS

Underneath the sign-board stood an automobile, the young man driving same reading the death story.

It is not improper to say that many of the coal mine accidents of the nation are the result of "The carelessness of the competent".

Seven Passengers Killed in 1930; Lowest American Rail Record

Fewer deaths of passengers in train accidents in 1930 than ever before in the history of American railroading were reported April 18th by the American Railway Association.

Carriers listed only seven killed, the Association said, three less than the previous record of ten in 1927 and twenty-nine below the figures for 1929.

For each 1930 fatality the railroads carried 101,571,000 passengers. Only 790 passengers were injured in 1930, against 1,742 in 1929 and 1,404 in 1928.

Harry Stuart Is Killed In Mine Accident

(Continued from page 197)

by bolts and nuts tightened with only a pair of pliers. The accident also brought out that both the motormen, repairmen and other officials were rather lax in their inspection of this type of equipment, especially when it is considered the amount of abuse that a mine locomotive receives.

Accidents of this type must be eliminated, and it is only by eternal vigilance and inspections by both the motormen and mine officials that we will be able to prevent another. All of us have seen the locomotive engineer climb down from the cab of his locomotive, procure an oil can and wrenches and then oil and closely inspect innumerable parts of the working mechanisms of a locomotive. If he finds anything wrong, it is either repaired or the locomotive does not go out on the run. Again, how often do you hear of a locomotive engineer being killed by the engine being out of repair? You will have to admit that they are very, very few these days.

The fatal accident to Harry Stuart is the first one of its kind recorded in this field and it must be the last one. With careful inspections by both motormen, repairmen and mine officials, this type of accident can be eliminated and it is squarely up to all concerned that these inspections be kept up and reported.

March Injuries

KEEP YOUR NAME OFF THIS LIST

JOHN BOGOS—*Miner—Rock Springs, No. 4 Mine.* Laceration and bruises of hand. While loading coal into a car, some coal fell from the face and struck his hand that was holding the shovel. This was an avoidable accident. Loose face coal should be pulled down.

JOE MC TEE, SR.—*Timberman—Rock Springs, No. 4 Mine.* Contusion and laceration of 4th right finger. Was injured while trimming a wedge to set on a prop. He states that the axe handle, which was a short one, hit a nearby prop which caused the blade of the axe to hit his finger. In making wedges, the fingers and thumb should be drawn back across the top of the wedge out of danger of the axe stroke. In this case the end of the finger will probably be lost.

JOE COLETTI—*Timberman—Rock Springs, No. 8 Mine.* Sprained right foot. Was injured while standing on a piece of coal lifting one end of a cross bar in place on the post. The lump of coal broke, causing him to slip and sprain his foot. This accident could have been prevented by using a box or block to stand on. Always see that you have secure footing when lifting heavy objects.

GEO. STACHAK—*Laborer—Rock Springs, No. 8 Mine.* Fracture of left radius above wrist.

Injured claims that he slipped and fell on ice after leaving the check cabin. This is another avoidable accident. Watch your step.

HARRY STUART—Motorman—Rock Springs, No. 8 Mine. Fatal. Deceased was instantly killed by a dislodged cross bar and rock when the locomotive that he was operating was derailed. The derailment was caused by the lower half of a gear case striking the lead rail of a switch. This was an unforeseen accident, but by closer inspection of equipment by the motormen and repairmen, accidents of this kind can be eliminated.

GEO. BARTSULUS—Miner—Reliance, No. 1 Mine. Lacerated finger. The injured man claims that in attempting to place a chunk of coal on car, his foot slipped and his finger was caught between the car and coal. Another avoidable accident. Loaders should keep their place clean and should wear gloves.

HENRY NALIVKA—Faceman—Reliance, No. 1 Mine. Fractured left foot. Was injured while operating the ratchet of a "duck bill". In ratcheting the duck bill forward, the end struck a high machine cut which caused the pans to sway to one side and fall on his foot. Hard toed shoes would probably have prevented this accident.

GEO. SPARKS—Miner—Reliance, No. 1 Mine. Sprained back. Injured man claims that while trying to couple two cars, he slipped and injured his back. This is an avoidable accident. Watch your step.

DAVID G. PATON—Faceman—Winton, No. 1 Mine. Laceration of left leg below knee. The injured was working on a pan line when a piece of rock fell from the top and struck his leg. Small pieces of rock should be trimmed from the roof and larger ones timbered or pulled down. The roof should be examined at least every hour.

W. S. WILSON—Tracklayer—Winton, No. 1 Mine. Electric burn of face. Was using a drilling machine, when the cable short circuited, which caused an arc that burned his face and his eyes. This accident was caused by faulty equipment and workmen should not use drilling machines that have poor cable connections. They should be reported at once.

ALBERT SCHLANG—Machine Runner—Winton, No. 3 Mine. Contusion of right foot. The injured workman was preparing to undercut the face of a pillar when a chunk of coal bumped off the face and struck his foot. Hard toed shoes would probably have prevented this accident.

HUGH NICHOLS—Faceman—Superior "C" Mine. Fracture of small bone of left leg, bruises to body. While digging at the face, rock and top coal fell between cross bars and struck him on the leg and body.

S. WILLIAMS—Miner—Superior "C" Mine. Laceration and contusion of right hand and fingers. The injured miner was dropping a loaded car out of the room and in spragging the car, his

hand was caught between the sprag and slate on the floor. This is an avoidable accident. A careful and safe workman sees that the track is kept clean on the clearance side of his room.

FRANK CROSS—Motorman—Superior "E" Mine. Fracture of collar bone. Was attempting to couple cars together and got shoulder caught by the corner of cars. Cars should not be coupled while moving.

WILLIAM MULLEN—Motorman—Superior "E" Mine. Fracture of 1st finger, left hand. Was coupling the motor to cars and got his finger between the motor and clevis. This accident was due to faulty equipment which was being used in place of the regular locomotive. However, the motorman knew this and should have used more precaution in coupling to the cars.

JOHN VESCO—Machine Runner—Superior "E" Mine. Laceration and infection of small finger. In attempting to attach a tail chain to a car, he caught his finger between the hook and car coupling. This was an avoidable accident but it caused the loss of 13 days to the injured man.

Y. TATEYAMA—Miner Hanna, No. 4 Mine. Sprain and slight laceration to right ankle. A small piece of coal fell from roof and struck him on the foot.

Rock Springs' New High School

Preliminary plans for the Rock Springs High School are now well under way. These plans have been checked and re-checked a number of times. They have also been submitted on several occasions to Homer W. Anderson, Deputy Superintendent of Schools, Denver, Colorado, for checking.

The building has been planned to take best advantage of the contours in the site. Simplicity has been emphasized in the exterior of the building. It will contain thirteen regular classrooms, two Science rooms, two Commercial rooms, one Home Economics room, one Drawing room, three shops, one Library and Study Hall, one Auditorium, one Gymnasium, two girls' Lavatories, two boys' Lavatories, and Offices for the Principal of the High School, Superintendent of Schools and Board of Education. Parco brick will be used. Classrooms will have maple flooring. Lockers will be placed in the corridors. Ample dressing room facilities for Physical Training classes will be provided. Building will face Gobel Street.



Artist's drawing of the new Rock Springs High School.

— Engineering Department —

The Diesel Engine—A Power Unit Which May Increase the Use of Coal

By C. E. SWANN

THE accepted definition of a Diesel engine is as follows: "A Diesel engine is a prime mover actuated by the gases resulting from the combustion of a liquid or pulverized fuel injected in a state of fine subdivision into the engine cylinder at or about the end of the compression stroke. The heat generated by the compression of air in the cylinder is the sole means of igniting the charge. Combustion of the charge proceeds at, or approximately at, constant pressure."

The underlying principles of the internal combustion engine of the Diesel type have been known since about 1890 and its ability to operate at small cost was known, but the cost of installation of a small capacity or even a large capacity Diesel unit has been excessive up to the present time. It is now claimed that recent improvements in design have made this machine a strong competitor among prime movers in the electrical power field and likely to become practical for small individual units located in isolated sections of the country where the cost of furnishing power by present methods would be prohibitive. If these predictions become true it will prove a blessing to the scattered population of the western area of the United States.

The Diesel Engine was discovered by Rudolf Diesel, a German inventor, born in Paris in 1858. He studied in England and at the Polytechnic School in Munich. After his graduation he lived in Paris for a few years, acting as manager of a refrigerating company. He finally settled in Munich in 1895. After some years of experiment, he successfully solved the problem of the internal combustion engine and patented his Diesel Engine. In 1912 he delivered a series of lectures in the United States. Called the next year by the British Admiralty to consult with them in reference to his engine, his career was brought to an untimely end by drowning in the English Channel. His monograph on the Diesel Engine has been translated as "Theory and Construction of a Rational Heat Motor."

THE DIESEL ENGINE*

The Diesel Engine is a special type of internal combustion engine. The principle on which it works differs from that of the ordinary gas engine, in which an explosive effect is produced by drawing the combustible charge into the cylinder and ignit-

ing instantaneously. In the Diesel engine, air is drawn into the cylinder and compressed, and then oil is injected as a fine spray and burned gradually. The engine is made in two types, the four-stroke and the two-stroke. In the four-stroke engine, air is drawn into the cylinder on the first stroke, and is compressed on the second stroke to a pressure of 450 pounds per square inch. This sudden increase in pressure causes a rise in temperature to about 550 degrees centigrade, and during part of the third stroke, oil is injected, and, owing to the high temperature, ignites. The gases thus produced expand, and during the fourth stroke of the piston the products of combustion are expelled. In the two-stroke engine, the general procedure is the same, but differs in details. Air, instead of being drawn into the engine by the stroke of the piston, is forced in under slight pressure, and is then further compressed to the same pressure as in the case of the four-stroke engine. Fuel is injected, and ignites, the gases expand, and are finally expelled by the incoming charge of air.

Among the advantages claimed for the Diesel engines are: firstly, the fact that it will burn any class of oil, refined or crude; secondly, the facility with which it can be started; thirdly, its low fuel consumption, and finally the small space occupied by it. The makers claim for it a mechanical efficiency of upward of 70 per cent, and provided the fuel has a calorific value of not less than 18,000 British Thermal Units per pound, they guarantee that the consumption at full load will not exceed four tenths pound per boiler horse power hour in the larger sizes and five tenths pound per boiler horse power hour in smaller sizes. Moreover, the engine runs quietly and as the flashpoint of the oil fuel is high there is no danger of explosion.

These many advantageous features render the engine of value for marine service, and during recent years it has been installed on a number of passenger and war vessels, particularly in ships of the British navy. The first passenger vessel propelled by Diesel engines was the "Selandia" belonging to the East Asiatic Company, plying between Copenhagen and Bangkok. Its gross tonnage was 4,964, its length 370 feet, and beam 53 feet. It had twin screws, each driven at 140 revolutions per minute by an eight-cylinder, four-cycle Diesel engine. Its speed was 12 knots and its indicated horsepower 2500. A feature of the boat was that it had no funnels, the exhaust gases being carried away up the mizzenmast.

The great advantage of the Diesel engine over the steam turbine for marine service is the tremendous reduction which can be effected in the weight

*From Collier Publications.

of fuel. It is estimated that this amounts to only one-fourth to one-fifth of that consumed by a vessel equipped with steam turbines. It follows from this that there is an actual saving in the cost of the fuel where the price of oil is not more than four times that of coal, but it must also be remembered that a vessel equipped with Diesel engines has a cruising radius at least four times as great as a steamship having the same bunker capacity. The latter point is of particular value when considered in connection with war vessels. In the case of passenger and cargo boats, the reduced space occupied by the machinery and its smaller weight are equally important. Allowing for the same bunker space, with its consequent increased cruising radius, a vessel equipped with Diesel engines has 15 per cent more cargo space than a boat fitted with a steam engine, and with the same cruising radius the reduction in bunker space renders still more room available for cargo. Stokers, moreover, are entirely dispensed with, and the number of men required in the engine room is usually about two-thirds of the number needed in the engine room of a steam vessel.

Although the principles underlying the Diesel engine are simple, its design and construction demand the highest engineering skill and its present state of perfection has been reached only after many years of experiment and investigation. It follows that the engine, although economical to run, is costly to install, and as a result, many attempts have been made to produce a modified form of the engine which should be equal to the original as regards fuel economy, but which should be easier and cheaper to construct. Most of these modifications seek to avoid the high compression and high pressure air blast which are needed in the Diesel engine, and several very successful types have been designed. These engines are commonly known as "semi-Diesels". Since the compression of the charge is comparatively low (varying from 125 to 250 pounds per square inch), some auxiliary igniting device is necessary. The one most commonly adopted is the so-called "hot bulb". This consists of a bulb-shaped chamber, communicating with the combustion chamber. A portion of the oil fuel is sprayed into this bulb, the rest being delivered into the combustion chamber. The oil in the bulb is heated, at starting, by a lamp, and is thus ignited. The flame produced impinges upon and ignites the oil spray in the main combustion chamber. Once the engine is running, the lamp is no longer needed, as the ignition bulb is kept hot by the combustion of the fuel within it.

The city of Logan, Utah, has two Diesel engines, one of 450 kilowatt capacity, the other, 750 kilowatts, and is purchasing a new Diesel engine of 600 kilowatts capacity, costing \$60,000. It is claimed by the city of Logan they can produce electrical power considerably cheaper than they can purchase same from the large power companies.

An important step in furtherance of efforts to extract fuel oil from coal on a commercial scale

has been accomplished with the organization of International Hydrogenation Patents Company, Ltd., at London, England.

The company represents a fusion of the foreign division of the Standard Oil Companies with large European oil companies in hydrogenation liquefaction of coal and refinement of oils in all countries outside the United States and Germany.

It is the hope of the coal companies that the technique of the heat treatment of coal is sufficiently far advanced that the by-products of this process—one of which is coal tar oils—can be used commercially for fuel to drive Diesel engines, thereby increasing the present low consumption of coal and provide additional work for the coal miner.

The History of Fuses

By D. C. McKEEHAN

A FUSE is electricity's Safety Valve. Like a steam safety valve, it not only warns of trouble, but prevents damage when trouble occurs. It is a device designed to interrupt the electrical circuit whenever the amount of current flowing becomes abnormally great. It is purposely made the weakest link in a system or circuit, in order to protect by its weakness other more expensive parts of the circuit.

Electrical energy must be dissipated in the form of light, heat or power. If we were to connect a copper wire directly across the two wires of an electric circuit, the electrical energy would all appear in the form of heat, and, under ordinary conditions, the weakest point would burn out. In doing so, it would draw a very dangerous arc, because of the vaporizing and burning of the copper wire. This is what is called a short-circuit.

Overloading a wire means passing through it a greater current than that for which it was designed. The result is that the wire overheats, destroys or burns off its insulation and sets fire to any readily combustible material that comes in contact with it.

The earliest form of fuse was a piece of copper wire. When electricity was first used for commercial purposes, short lengths of copper wire, of a size smaller than the line wire, were inserted in the circuits, so that in case of an overload these would blow first.

The high temperatures such fuses would reach before blowing, and the flame and molten metal resulting from the blow, were soon recognized as hazardous and the next form of fuse was a wire of lead alloy. This wire was simply twisted around terminals provided for this purpose, or was clamped by some form of binding screws. The lower melting point of these wires meant a lower (and consequently less hazardous) temperature for the molten metal which would drop when the fuse blew, but the lower conductivity of the alloy necessitated the use of larger wires and the greater amount of molten metal resulting would frequently offset any

advantage due to the lower temperature. The contact between the fuse-wire and the terminals was frequently very poor, this causing premature blowing and the temptation to overfuse.

The next development was to solder short pieces of fuse-wire to slotted copper terminals which could be clamped to the terminals of the fuse base. This fairly well eliminated the poor contact but had no effect on its other characteristics.

We next find this lead alloy enclosed in a tube of fibre, glass, porcelain or some such insulating and more or less fireproof material. This was an advantage on small overloads but on heavy ones was actually a disadvantage because violent explosions would shoot out flame and throw molten metal to a much greater distance than in the case of the plain open link.

As the art progressed, the use of zinc enclosed in a fibre tube filled with an insulating, fire-resisting powder was evolved. It was found that the lesser tendency of zinc to hold an arc, combined with the arc-quenching properties of the powder, allowed a cartridge to be made which would not explode or emit flame or molten metal.

At first, these enclosed fuses were made in many different types, having different forms of contacts. In 1904 a standard on fuses was adopted, which is still in effect.

By this standard, the dimensions were standardized and the ferrule contact type was adopted on 1 to 60 ampere sizes and the knife blade contact on 65 to 600 ampere fuses. Thus we have our standard non-renewable fuses of the present time.

With the tremendous development in the use of electricity, there came an insistent demand for renewable fuses. By the use of a properly designed link, and by making the cartridge much stronger and providing proper venting the powder filler was omitted and the fuse so made that when blown, it can be restored to its original condition simply by replacing the blown link.

More recently a new type of link has been discovered which retains all the advantages of the old type and gives fuses a greater time-lag on overload blows than has ever before been possible.

Fuses for voltages higher than 125 are invariably made with fibre tubes. To understand the reason for this, it must be remembered that when the fuse blows a metallic vapor is emitted, the volume or pressure of this vapor depending on the character of the strip, the construction of the fuse, and the capacity behind the line.

Fibre will deteriorate and char at long sustained high temperatures slightly above normal and swell in damp atmosphere. But the situation is that no other material is known which will withstand the high internal pressures and momentary very high temperatures generated on the blowing of the fuse under short circuit conditions, and there is at present no sign of a material being obtained to replace fibre for this purpose.

Organic materials such as Bakelite, cold molded insulation, hard rubber, etc., even if they could

withstand the high internal pressure referred to, cannot be used because they contain volatile ingredients which would be distilled off from the surface by the heat of the flash, leaving a mass of approximately pure carbon which would act as a conductor, more heat would be generated which would drive off more of the volatile ingredient, which would allow more current to pass and so the effect would be cumulative and proceed until the whole tube or bar would be destroyed.

Fibre is almost the only known organic material which contains no volatile ingredient; consequently the high temperature of the arc which occurs on the blowing of a fuse will not cause carbonization to take place and the non-conducting property of the bar or tube remains unimpaired.

Fibre is made of cotton, from which the oils have been removed. To avoid the cost of removing the oil from raw cotton, old rags are used. These rags are carefully selected, washed, ground into a pulp, and a very soft paper made of them.

Then the paper is run through a chloride of zinc solution and rolled on a mandrel to the thickness of the tube desired. The chloride of zinc does not act as a binder or paste, but makes a jelly of the paper so that it makes a solid mass without any laminations. Then the fibre is placed in water to remove the chloride of zinc, then allowed to dry, after which it is rolled.

It will be noted that there is no pressing necessity to make fibre hard. Its hardness is due entirely to the degree to which the chloride of zinc is able to saturate the paper, and, therefore, the softer the paper the harder the fibre will be.

So-called gray fibre (more dark brown than gray) is the natural color fibre, no coloring matter being used. Red or black fibre is colored, and the presence of the coloring matter in the pulp makes it possible to make colored fibre of the same hardness as the natural color gray fibre. Originally all fibre was made red or black and this probably led to the adoption of one of these two colors for the tubes of non-renewable fuses. Colored fibre being strong enough for use with powder-filled non-renewable fuses, it has not been necessary to change to the harder gray fibre for that purpose, in that way helping to instantly distinguish between renewable and non-renewable fuses.

Plug fuses, the popular household fuses, are made with a porcelain body. The porcelain is strong enough on this fuse to prevent its rupture when the fuse is short circuited, because of the fact that plug fuses are not used on circuits over 125 volts, 30 amperes.

If the only requirement of an enclosed fuse were that it carry a certain current indefinitely and blow at a certain overload within a certain time, almost any metal or alloy might be used for the fusible element. But as there are many other properties required for a good fuse, we are more restricted in our choice of metal. Zinc is used on all standard types of enclosed fuses (except in some very small sizes) because of the following reasons:

The metal must be a fairly good conductor. Lead is a comparatively poor conductor. Therefore the volume of metal required would be large, so large that, on blowing under short circuit conditions, the pressures generated would be greater than any cartridge could withstand.

RELATIVE CONDUCTIVITY

Silver	1000
Copper	920
Aluminum	500
Zinc	260
Tin	110
Lead	76

The melting point must be rather low. Silver, copper and aluminum are better conductors than zinc, and would, therefore, require less volume of metal, but the temperatures which such metals must reach before melting are very much higher than for zinc.

MELTING POINT IN DEGREES CENTIGRADE

Zinc	419
Lead	326
Aluminum	656
Silver	960
Copper	1085

The tendency to hold an arc must be a minimum. The persistency of the arc varies greatly with different metals, and a persistent arc would result in explosive pressure inside the cartridge. Zinc is often referred to as the non-arc metal, in other words, it has a tendency to hold an arc less than any other metal.

The metal used must be one which does not oxidize too rapidly when exposed to the air. Oxidization of the metal lessens the carrying capacity of the link itself and introduces additional resistance at the contacts which would still further reduce the carrying capacity of the fuse as a whole. Zinc will oxidize from exposure to the air no more than other metals that might be used.

The metal used must be one readily obtainable in a pure state. If we are to obtain dependable results, the metal must be of unvarying composition. The best way to insure this is to use a single metal, easily obtainable in the pure state, rather than an alloy, which might vary slightly at different times.

From this it will be seen that zinc meets all the requirements better than any other metal. Its use is therefore almost universal for the purpose outlined. There are a great many special types of fuses, however, particularly high tension fuses, where other metals may prove more suitable.

When a fuse blows, a temporary overload has occurred or there is trouble on the line. The trouble may be in the wiring itself or the connected load may be too great, hunt for the trouble, and correct it or relieve the overload. Don't put in a new fuse until you find the trouble. Do not replace the fuse with a larger one and do not use a copper slug, wire or penny for a fuse. Fires can be caused in this manner. The fuse would not have blown if

there had been no trouble. Regardless of how difficult the trouble is to locate, do not make the mistake of installing a new fuse and then blaming it for blowing again.

Don't blame the fuse. You had it there for the purpose of protecting you and your equipment, and, if it has blown, it has done exactly what you would wish it to do under the circumstances.

If a temporary overload blew the fuse, install a new one and proceed. Do not resort to the expedient of installing fuses that are too large, because continuance of the overload, in a short time, may damage the wiring.

Hanna Basketball Team

Hanna has just completed one of its most successful basketball seasons in its history. It has played twenty-five games winning sixteen of these. At the state tournament the team won the state championship of class B by defeating Rawlins, their old rivals, in the final game. The basketball



HANNA BASKETBALL TEAM

Left to right, standing: Frank Hearne, Dan Clegg, John Wakiri, Coach Grover Milam.

Left to right, seated: Gust Kumpala, Alex Briggs, Leonard Lucas, Joe While and Virgil Thomas.

team this year was a group of new and inexperienced players. They started practice on November 15, 1930, with a squad of fifteen but it soon fell to thirteen. The team will lose only two of its players this year so we can look forward to another season of many victories.

"What's your name?" inquired the traveler.

"Gawge Washington, suh!"

"Well, that's a name everybody knows."

"Ef it ain't, it ought to be. Ah's bin drivin' dis yere, hack in dis yere town fo' thutty yeahs, suh."

—Everybody's.

"Rastus, you always remind me o' brown sugar."

"Why is dat, Liza?"

"Cause you is so sweet and unrefined."

—≡≡≡ We Old Timers ≡≡≡—

Old Timers' Day Approaches

*I wish that we could live the old days over,
Just once more,*

*I wish that we could hit the trail together,
Just once more.*

*Say Pal, the years are slipping by
With many a dream and many a sigh;*

*Let's chum together, you and I,
Just once more.....*

And so we will. The opportunity isn't far hence for on Saturday, June 13, the seventh Annual Reunion of the Old Timers' Association will be held. The activities of the day will begin at 9:30 A. M. with a business meeting in the Elk's Home where officers for the coming year will be elected and installed. The ten members who have passed away since the last annual meeting will be fittingly eulogized. Following the business meeting, the parade under the supervision of Messrs. T. H. Butler, V. H. Williams and Dee Zimmermann, will march from the Elks' Building to the Old Timers' Building, where a group photograph will be taken of the Old Timers and their wives. Immediately after the taking of the picture, the Old Timers will find their places at the Annual Banquet served in the Old Timers Building. The after dinner program will be somewhat varied this year, but will include the presentation of the gold buttons by Mr. McAuliffe to the following who have attained the forty year mark during the past year: Messrs. Bonifacio Dona, James Gennetti, Jack Glad, Nels Ekman, John E. Jones, Benjamin Lewis, Joseph Marushack, Joseph McTee, Jr. and James Zuick.

The remainder of the afternoon will be occupied with games, including horse shoe pitching, which will be a lively contest this year if practicing is any indication. Added features are the climbing of the greasy pole, at the top of which will be placed a ten dollar bill, and a Tug-of-War with teams from each camp competing. The prize for the winning team will be a purse of sixty dollars, second a silk shirt to each member of the team. With the band concert, in which the bands from each town will vie, this will be a busy afternoon.

The evening entertainment will consist of a dance in the Old Timers' Building with a special program made up of some of our favorite entertainers closing a most happy day for all we hope. A complete program will appear in the June issue of the magazine. Watch for it! Meanwhile be making plans to be present.

Grandma Angel Celebrates Her Ninety-first Birthday

The ninety-first birthday of Mrs. Barbara Angel was the incentive for a party given in her honor by Mrs. George Pryde at her home in Wardell Court Wednesday, March 18. Thirty of Mrs. Angel's



Mrs. Barbara "Grandma" Angel on her ninety-first birthday with the flowers presented her by Union Pacific Coal Company friends.

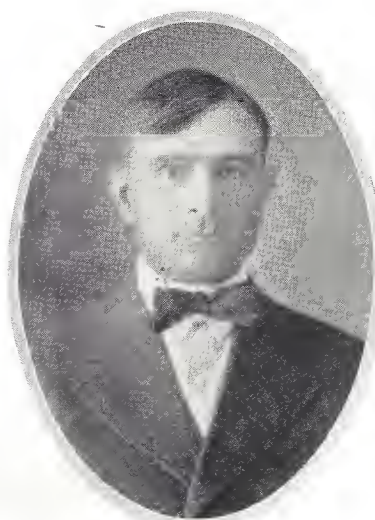
friends were present to help make it a gala event. Songs reminiscent of other days were sung and with the quickening music of old familiar tunes Grandma herself and Mrs. Ed. Johnson did a waltz with such grace and ease as to shame the younger folk there. Everyone joined in dancing the Virginia reel and quadrilles.

High tea was charmingly served by the hostess assisted by Mrs. John Bunning and Miss Alberta Pryde. A birthday cake graced the guest of honor's table at which were seated Mrs. Mary Greenhow, Mrs. Grace Hasson, Mrs. Dave Miller, Mrs. Sarah Sheddon, Mrs. Alice Kierle, Mrs. Rudolph Eberling, Mrs. Elza, Mrs. Floyd Roberts and her great grand-daughters, Mrs. Elizabeth Moss and Mrs. Katherine Johnson. The happy afternoon closed with the singing of "Auld Lang Syne" and "Happy Birthday to You".

During the forty-six years Mrs. Angel has lived in Rock Springs she has made countless friends who, while not all at her party, join in extending congratulations and in wishing her many more such happy occasions.

Old Timer Marko Begovich

Mr. Marko Begovich was born in Rozica, Dalmatia, April 22, 1885. When he was a lad of twenty he decided to come to America and landed in this county June 4, 1905. Ten days later he arrived in Rock Springs and began work at once in the old Number 7 Mine. Since that date Rock Springs has been his home and he has worked continu-



Old Timer Marko Begovich

ously for The Union Pacific Coal Company having been employed in Number 4, 7, 8 and 10 mines as a miner and motor man.

Mr. Begovich, eager to become an American citizen, attended night school here and received his final citizenship papers in September, 1922. He married Miss Jennie Kucheli in October, 1922, and

they have two sons and one daughter. Mr. Begovich has a record of twenty-five years of continuous service with the company and is a member of the Old Timers' Association.

Robert B. Forsyth Passes

Robert B. Forsyth, former resident of Rock Springs, died at his home in Cheyenne Tuesday, March 24, after a suffering of many months. Mr. Forsyth, who lived in Rock Springs more than thirty years, serving as mayor from 1905-06, was born May 12, 1874, in Newburg, Ontario, Canada. He came to Rock Springs in 1891 with The Union Pacific Railroad. In 1898 he entered the employ of The Union Pacific Coal Company as chief accountant and in 1904 was made general store manager. By the election of 1911 he was made state auditor, holding that office until 1915. Since then he has been state commissioner of insurance.

Mr. Forsyth was highly esteemed by all who knew or came in contact with him and his going will be

mourned by all his friends. His wife and two sons, Donald and Stuart, survive him.

Old Timer John T. Welsh Passes

The passing of John T. Welsh, an Old Timer with a record of more than twenty-five years service, at the Wyoming General Hospital, April 17th, came as a surprise to his friends. Death was the



Old Timer John T. Welsh

result of influenza. He was born in Coalville, Utah, September 27, 1879, and first entered the employ of the Company at Almy in 1898. From Almy Mr. Welsh went to Spring Valley and later to Cumberland where he was employed for over twenty years. Last June, with the closing of the Cumber-

land mines he was transferred to Superior where the family now reside.

Ever a faithful worker and a home loving man, Mr. Welsh's death will be sorrowed by all who knew him as well as his family. Left to mourn are his wife, five children at home, Fred, Ethel, David, Betty and Jack, and two daughters, married, Mrs. Joe Galassi and Mrs. James Hunter of Superior.

Spring Valley, Wyoming

SPRINGING up like a mushroom, this town like so many other mining towns in the West, crowded its life into a few short years. But into those years flowed a current of life with a mingling of rich and poor, reckless and cautious, which left an imprint upon the memories of those who lived there and makes the ruins of the town today more than empty walls.



BIRD'S EYE VIEW OF SPRING VALLEY

The town "as was" before it became a "deserted village". These pictures were taken by Ralph Nicholson, a fireman on the Union Pacific Railroad, and were loaned to us by Mr. W. R. Gilpin.



SPRING VALLEY IN ITS HEYDAY

The Hotel of the town on Broadway Street, the tippie and the entrance to the tunnel are in evidence in this picture.

Coal was the life of the town and when it proved to have too much gas and the roof became unsafe the mines were abandoned in February, 1905, and the population vanished. The first coal was found by the soldiers when they were patrolling the country when the railroad was being put through in 1868. W. A. Carter took up a section of this land and began working a vein of coal which was known as the Carter Vein. Later the Carters became interested primarily in cattle, but the family still holds this coal land.

In November, The Union Pacific Coal Company first opened mines at Spring Valley with August Paulson as Mine Superintendent. An average of fifty cars of coal a day were shipped during the period of full operation and a total of 495,114 tons was mined during the entire time the mines were operated. However, the coal was never popular with the railroad firemen who said "one bucket would easily make a wagon load of ashes." Mr. Paulson was succeeded in 1900 by James Bowns as Mine Superintendent and he during the same year by D. G. Thomas who now is better known to us in Rock Springs as Judge Thomas.

Spring Valley was on the main line of the Union Pacific and boasted a population of 300 families in its heyday. Among the familiar names of Spring Valley are: Nick Whelan and M. A. Niles, store managers, D. E. McCurtain, head of the schools there and now in the insurance business in Rock Springs, Charlie Morgan who was Master Mechanic and Mrs. Morgan who organized the first Sunday School. Many of the Old Timers began service at Spring Valley, some of whom are William Wilkes and A. G. Hood now in Superior, Joseph and W. A. Briggs, Edward Attryde, Hanna; W. H. Groutage, Winton; as well as Wm. Nordevall, John Daniels, John Goddard and H. J. Groutage.

When the town was disbanded in 1905 most of the buildings were moved to Hanna, Wyoming, so that one passing through the place now recalls Goldsmith's lines:

"—But now the sounds of population fail,
No cheerful murmurs fluctuate in the gale,
No busy steps the grass-grown foot-way tread,
For all the bloomy flush of life is fled."

Bowling News

April 27th will see the close of the present 45 game series and from all indications it appears that the winners of the first and second place in the first series will also finish in the same order in the second series. No. 4 and 8 Mines team has such a lead that they can hardly be displaced while the Winton team which is now in second place has met most of its strongest competitors in the final round and should be able to maintain their position. We are still hoping, however, that there will be a "slip twixt the cup and the lip" and that a "dark horse" will put in an appearance to upset what appears to be an easy victory for these teams.

STANDING

Team	Won	Lost
No. 4 and 8 Mines.....	30	6
Winton	22	14
Reliance No. 1.....	19	17
General Office	19	17
Reliance No. 2.....	16	20
Store	2	34

12 HIGH AVERAGES

Sharp	188	Williams	173
Buchanan	181	Bevola	171
Remitz	181	Easton	171
Christie	180	G. Rodda	170
Subic	179	I. Rodda	170
Zelenka	174	Korogi	169

The reason a Scotch bagpiper walks up and down when playing the pipes is because it is always harder to hit a moving target.

The Superior P. T. A.

The Superior Parent Teachers Association met Thursday evening, April 9, at the Club House. The following officers for the coming year were elected. President, Mrs. A. Davis, vice-president, Mrs. Jennie D. Scott, secretary, Mrs. L. D. Telk, treasurer, Mr. Nick Conzatti. The new officers will be installed at the regular meeting in May.

The P. T. A. was organized in Superior in October 1930 with Mrs. Arthur White as president. During her two years in office Mrs. White has given generously of her time and effort to establish and perfect an organization that would be a credit to the community. Under her very capable leadership the P. T. A. has grown and progressed until Superior now ranks fourth in the State in membership. Members of the P. T. A. join in giving Mrs. White a vote of thanks for her splendid work.

Lowell P. T. A.

The last regular meeting for the year was held Monday, April 6, at the Lowell School. In the absence of Mrs. F. A. Hunter, President, Mrs. L. P. Hovorka presided. A program consisting of musical numbers was presented under the direction of Miss Mary Drebeck and Miss Beatrice Jack, teachers in the Lowell School. Plans for a clinic to be held the first Saturday in May were discussed. The idea of the clinic includes testing of children's eyes, ears, tonsils, teeth and general physical condition in order that matters of correction may be made before the children enter school next year and thus avoid much loss of time from school. The doctors who make the examinations will be regular practicing physicians and same will be free to all mothers and children. Diet for school children and younger children will be a topic of special discussion. Plans are already under way to raise money so that this attention may be made free to all children who are found to be in need. This seems a much needed phase of work and one which the P. T. A. should do all in its power to foster.

At the close of the meeting refreshments were served.

Mother's Love

*The fairest gift that Life has given
The rarest gift of all the gifts of Heaven*

MOTHER'S LOVE

*The love that never sleeps throughout the years
But silent vigil keeps through smiles and tears*

MOTHER'S LOVE

*Of all the loves the one that never fails
First in happiness and first when fear assails*

*Constant though the skies be blue or gray above
Finest, nearest, dearest Mother's Love.*

With Mother's Day approaching we pause to eulogize Mothers. Yet, no all expressive eulogy can be written. General praises can be sung, but

the real praise comes from that special spot each of us has within our hearts where lingers those little memories of kind words and forgiving smiles that only mothers can give. Words aren't adequate to express them and no two of us have the same experiences to recall; but on one day at least, we all can try in some manner to express a tiny bit of the love and appreciation for our mothers that we carry about with us each day—that is the spirit of MOTHER'S DAY.

Mother's Day

Hundreds of stars in the silent sky,
Hundreds of shells on the shore together;
Hundreds of birds that go singing by,
Hundreds of bees in the sunny weather;
Hundreds of lambs in the purple clover,
Hundreds of butterflies on the lawn;
But only one mother the wide world over.

—GEORGE COOPER.

Wyoming

The following poem was written by a local poetess who has been won by the charms of Wyoming.

'Tis a rare and lovely privilege
Under a clear, blue western sky,
To see a perfect sunset
From a snow capped mountain high.

To smell the sagebrush all around,
To look for miles and miles
To feel the big and open spaces,
And smile upon the wilds.

You may have your crowded cities,
You may think me from the wilds;
But give me the open spaces,
With the sage and sand for miles.

There's a feeling in the Rockies
That you're nearer God and Man:
Should you come here unexpected
You might call it No Man's Land.

But I say you learn to love it
And you feel the peace and rest.
Of the blue skies all above you
And Nature's lovely crest.

When we read in all the papers
Of the heat waves in the East.
We just nestle in our blankets
And call our air a feast.

Oh, when at first you come here,
Homesick, blue with wanderlust,
You'll go back, but soon return,
And you'll love it just like us.

—M. A. B.

Of Interest To Women

May Breakfasts

When—

*"The year's at the spring
And the day's at the morn;*

and—

*"God's in his heaven—
All's right with the world!"*

there is no more delightful way to entertain than at breakfast. Bridge breakfasts are particularly pleasant because they offer a change from the winter routine of social events. Sunday morning breakfast may be fit in as an informal means of entertaining and still carry over some of the charm of the days when the family Sunday morning breakfast was a part of the day's ritual. Spring breakfasts, too, are ideal ways for the church or club committee to make money. The following menus are suggestions:

MENU I

Strawberries Unhulled
Creamed Chicken
Jelly and Pickles
Steamed New Potatoes
Asparagus in Crusts
Hot Biscuits
Waffles and Maple Syrup
Coffee

MENU II

Grapefruit and Oranges in
Grapefruit Baskets
Baked Apples Stuffed with Sausage Meat
Cheese Souffle
Whole Wheat Muffins
Waffles and Maple Syrup
Coffee

ASPARAGUS IN CRUSTS

Cut apart six stale French rolls and scoop away the crumb from the crust until only thin, crisp, brown shells are left. Steam two pounds of fresh asparagus and quickly with a sharp knife cut into half inch pieces. Put in a double boiler one cup and one half of milk, seasoned with one half a teaspoon of salt and pepper, and when hot add to it two tablespoons of butter. When this is melted, add two beaten eggs, and beat with a Dover beater until as thick as soft custard. Pour at once over the asparagus, and fill in the crusts which should have been heated in the oven. Garnish with minced parsley, and serve at once.

CHEESE SOUFFLE

Make a cream sauce and let cool.
Grate heaping cupful of cheese.

Beat three eggs, whites and yolks separately.

Into the cream sauce add grated cheese, salt, cayenne pepper and add egg yolk (beat in). Fold in the stiffly beaten whites. Put in a greased baking dish, set dish in a pan of hot water, cook in a moderate oven thirty or forty minutes until firm. Serve immediately when removed from the oven.

A WAFFLE RECIPE THAT NEVER FAILS

To each egg take one cup of milk and one cup of flour. One tablespoon of baking powder and one heaping tablespoon of shortening.

Beat the whites of eggs separately and fold in carefully—do not beat after the whites of eggs have been added.

Two eggs make enough for four or five people.

Eggs an Economic Food With Vitamin Value

By BUREAU OF HOME ECONOMICS,
U. S. Department of Agriculture

FAMILY FOOD GUIDE

Every meal—Milk for children, bread for all.

Every day—Cereal in porridge or pudding.
Potatoes.

Tomatoes (or oranges) for children.

A green or yellow vegetable.

A fruit or additional vegetable.

Milk for all.

Two to four times a week—

Tomatoes for all.

Dried beans and peas or peanuts.

Eggs (especially for children).

Lean meat, fish or poultry, or cheese.

Use eggs abundantly now while they are cheap, is the advice given by the Bureau of Home Economics, of the U. S. Department of Agriculture, which calls attention to the fact that their high food value makes them a most important item in the diet at all times.

Of all natural foods, egg yolk is the best source of vitamin D, with the exception of fish oils. For this reason, the bureau points out, children who are given eggs from infancy are better fortified against rickets than those who do not have them.

In addition to the vitamin content of eggs, they are extremely valuable for their efficient protein and for the essential minerals—iron, calcium, phosphorous and magnesium—which are in such form

as to be easily assimilated. Next to milk, eggs are the most important source of protein in the diet of growing children. Another factor in their favor is that egg yolk resembles butter in its high percentage of Vitamin A, which is sometimes known as the anti-infective vitamin.

The bureau suggests that children of 5 and 6 months be given small quantities of egg yolk, gradually increasing the amount until 18-month-old children are taking a full egg yolk. After two years they may have eggs in practically all forms provided they are properly prepared.

Since only 11 per cent of the egg is lost in the weight of the shell a pound of eggs yields a relatively high proportion of edible food material. The present price of eggs is lower than it has been for years even after discounting the fact that they are usually more plentiful and consequently cheaper at this season. All these facts substantiate the bureau's recommendation for the inclusion of eggs in the diet.

Their present low price brings them within reach of families living on very small food budgets. Since they can be served to persons of all ages their use does away with the necessity for preparing special meals for the younger children.

Eggs have many uses in the diet. They may be served as the main dish of a meal, used in baking, for thickening sauces, to give color and flavor and to make a crisp crust in frying. The methods of serving eggs are many, varying in different countries, so that there need be no monotony in their use.

The bureau has developed the following egg recipes for the needs of the family group of seven who may be living by the low cost food guide devised by the bureau. The omelet recipe is one that is guaranteed not to fail, which should bring special joy to those who always avoid serving them because they are never sure they will turn out right.

BAKED EGGS AND RICE IN TOMATO SAUCE

1½ cups uncooked rice	6 cloves
3 cups canned tomatoes	3 tablespoons fat
	3 tablespoons flour
1 teaspoon salt	7 eggs
1 bay leaf	½ cup grated cheese
½ chopped onion	1 cup buttered crumbs

Cook the rice in a large quantity of boiling salted water about 20 minutes. Drain, wash in hot water and place over steam. Prepare a sauce by cooking the tomatoes and seasoning for 10 minutes, strain and thicken with the blended fat and flour. Make a layer of rice in a shallow greased baking dish, drop the raw eggs carefully on the rice, pour the hot sauce over the eggs, sprinkle over the top the grated cheese mixed with the bread crumbs, and bake in a moderate oven until the eggs are set. Serve at once.

EGGS AND CODFISH

½ pound salt codfish	3 eggs
4 tablespoons fat	chopped parsley
3 tablespoons flour	toast
3 cups milk	

Cover the fish with cold water and soak over night. Drain, flake and remove all bones. Melt the fat in a skillet, add the fish and cook about 10 minutes, stirring frequently. Sprinkle the flour over the fish, add the cold milk and cook until thickened. Pour some of this mixture into the beaten eggs, return to the skillet, cook and stir for a few minutes longer. Sprinkle the parsley over the top and serve immediately on crisp toast.

BAKED CREAMY OMELET

1 cup fine dry bread crumbs	1 teaspoon salt
1½ cups milk	Pepper
6 eggs	1 tablespoon fat

Soak the bread crumbs in the milk. Add the well beaten eggs, the salt and pepper. Melt the fat in a smooth skillet, add the egg mixture and cook over flame a few minutes. Bake in a moderate oven about 10 minutes or until set. Roll as a jelly roll and serve on a hot platter.

When Serving—Do You Know?

One quart-box of strawberries, washed but not hulled, with one-fourth pound of powdered sugar will serve twelve.

One three to four pound chicken should serve six people.

One glass of jelly should serve eight persons.

One peck of potatoes mashed with one quart of milk, one-half pound of butter or margarine, and salt will serve fifty people.

One pound of coffee with nine quarts of water should make coffee for forty or fifty cups. One quart of coffee cream is enough for this amount of coffee.

Washing Woolens

This is the time to launder our woolens, pillows, blankets, sweaters before the intense heat of summer makes scorching possible, and when gentle breezes are a temptation to idle away the time out of doors.

Remember in washing wool that it is injured by

1. High temperatures.

High temperatures cause white woolens to turn yellow and wool to pull tightly together.

2. Too great variation of temperature.

Do not use first hot then cold! Rinse in warm suds.

3. Alkalis.

Use a good grade of soap. Add one tablespoon of borax for each gallon of water, to soften hard water.

4. Friction.

Avoid hard rubbing. Wring lightly.

5. Dry slowly, and never freeze.

Sweaters and jerseys should be dried lying on the table gently stretched into their correct shape.

Serge or similar material is pressed while still damp.

In general, a good rule to follow for wool is—handle gently and keep warm, as you would a baby lamb.

Gardeners Hail!

Spring, the gypsy, is here again, after many rumors of her return, she is here at last. With it, Spring brings cheery news to those who have gardens. "It's another year, we can start all anew." Last Summer's bulbs, so brown and dead looking, can be brought out and an evening's use of the garden fork, the oldest pastime since Adam's day, will bring forth a garden of luxury for the entire summer.

The nice thing about gardens is that nobody's is ever just like anybody else's. They can be made to suit every taste and every purse, with never a duplicate. Be it flowers or vegetables, color or variety, each and every person is his own master when it comes to making a garden. There, if ever, is an opportunity for self expression. There, too, we can bring back long forgotten memories and even something of our far away native land to our door. Flowers of different nations blend in such an amiable way as to put to shame any league of nations.

Happy days are in store for those who are master or mistress of a garden for they will have beauty both to hold and give in the near future.



A group of Hanna Pythian Sisters at a costume party given at the lodge hall on March 30, 1931. The group consists of Alberta Rodda, Ruby Fearn, Mrs. Van Renterghem, Emma Withrow, Hazel Jones, Annie Fearn, Lillian Higgins, Emily Campbell, Anna Jones, Madeline Wilkes, Isabel Jones, Rose Miller, Siama Bailey, Anna Klaseen, Susie Mangan, Harriet Crawford, Mrs. Clegg, Milly Gaskell, Isabel Renny, Mae Mellor, Bea Watson, Anna Van Renterghem, Helen Veitch, Eliza While, Sarah Taylor, Bessie Evans, Esther Finch, Mary Ford, Jeane Miliken.

The Flower-Lovers' Poems

Translated from the Japanese by SEYMOUR G. LINK

SPRING

Even the great pine,
Supposed, being evergreen,
Changeless the year through,
In spring shows vigor of line
And tints no other time seen.

SUMMER

In summer the moss,
So bright on the mountain rocks,
Is hidden from sight
By dense foliage of trees
That, spreading, sway in the breeze.

AUTUMN

Fall brings on slow fear;
The mountains, garbed in beauty,
Mourn the passing year.
In their wealth, alone, they sigh
Quietly, that seasons die.

WINTER

The dying leaf seres;
Mount Ikoma, as a sign
Of winter, appears.
Autumn dying, shed no tears—
Here is beauty in a line!

SONG

With pillow of grass,
On Musashino Praire,
Lying still, I see
Only a little wild pink,
But... it overtops Fuji!

Reliance Woman's Club Federated

The good news that the Reliance Woman's Club had been accepted into the State and National Federation was announced at the meeting of the club held Wednesday, March 18. The announcement was conveyed in a letter from Mrs. E. C. Raymond, state president. At the close of the business meeting the following program was rendered in keeping with the study on Wyoming history.

Lewis and Clark Expedition.....
.....Mrs. Raymond Dupont
Sacajawea and John Coulter.....
.....Mrs. Joseph Fearn
Feeding the Birds by Millet.....
.....Mrs. Fred Bradley
Vocal Duet.....Mrs. William Sellars and
Mrs. Margaret Kelly

A social afternoon was afterwards enjoyed with Mesdames Stuart, Evans and Baxter as hostesses. Thirty-two members and guests were present. It
(Please turn to page 217)

Boy Scout Activities

Boy Scouts to Build Swimming Pool

The Boy Scouts of the Sweetwater District are asking the support of every organization and Union within its territory to build an open air swimming pool. This is probably the greatest need of Scouting in this locality.

The plans are to utilize the water that is pumped out of the Megeath Mine at Rock Springs for this purpose. The water is absolutely free from germs and is very satisfactory for swimming purposes. The temperature is about seventy degrees which is O. K. for swimming. An open air swimming pool 30' x 60' made of cement could be constructed near the spot where this water is pumped out.

On account of the great need of a swimming pool and the very economical plans it is the desire of the Scouts that every Union, Lodge, Church and Civic organization lend every assistance to the Scouts in this worthy project.

THE Boy Scouts of the Sweetwater District are very active in the Advancement program. There were sixty-four badges awarded at the Court of Honor held at the Rock Springs High School Auditorium, Friday evening, April 10th.

There were over two hundred Scouts and parents present at the Court of Honor making this the largest that has been held during the past year. In the rating of the leading five troops the following records were made: Troop No. 169 sponsored by the Methodist Church, 203; the Congregational Troop, 158; Troop 167 sponsored by the Railroad Shop Employees Association, 112; Troop No. 172 sponsored by the L. D. S. Church, 91; Troop No. 165 of Superior, 49.

The next Court of Honor will be held at the Opera House, Superior, May 8, 1931, at 8:00 P. M.

Summer Camp

The Summer Camp of the Sweetwater District will be held at New Fork Lake commencing July 12, 1931. The plans are that the camp shall be better than ever. Every Boy Scout should take advantage of the opportunity of attending this camp.

There will be four new Scout cabins built this year making a total of twelve cabins. These cabins will house a hundred boys, so that the boys can be dry, and comfortable at all times.

SIGN ON A FILLING STATION

Cars Washed\$1.00
Austins DunkedTwo Bits

Why I Do Not Drink Liquor

By ALFRED A. EBERT

(Former saloon-keeper in Missouri)

A SHORT time ago I was seated in the big coliseum in St. Louis waiting for the "Boy Scout Circus" to commence. Presently a bugle sounded in the distance and we heard the tramp, tramp of the boys marching. Here they came, the flag, the bugle corps, the brass band, and thousands of boys dressed in khaki. Around the big amphitheatre they went; I thought the procession would never end, and when at last they were crowded into this huge arena there were six thousand of St. Louis' finest boys standing at attention. There were thirteen thousand people in that audience, many of them parents and relatives of these khaki clothed boys; no wonder there was thunderous applause.

Accustomed to big things and thrills in life, yet to me it was the most inspiring sight I had ever witnessed. The reason is simple. "My Boy," was one of those six thousand khaki-uniformed scouts. I knew he was clean on account of the principles he had been taught in this organization; I knew there were 5,999 other clean, high-minded boys marching with him. For two and a half hours we sat and watched the program.

They made bridges, they lighted fires without matches or other fire to aid them, they gave us delightful music, they drilled, played games and received their merit badges, which were presented by some of the leading men of our nation, and when the band played "Stars and Stripes Forever", and the large American flag was unfurled at the east end of the coliseum, we all stood at "Taps"; every father in that vast audience had a lump in his throat as big as an apple. The program had ended and fathers were seeking their boys; the meeting was more than cordial, it was affectionate and there was not a father who did not go home with a deeper love and feeling of greater responsibility for his boy. Going home that night, and as my boy nestled closer to me on the seat, this thought kept coming to me: So there are still some who would like to use these six thousand boys as future prospective customers for their liquor business. In order to sell liquor you must have customers and future customers are mustered out of the ranks of young fellows like we saw tonight.

With the experience which I have gone through and the love I have for my boy, it is but natural I want to guard him from the evil which I know so much about; and I am not only interested in my boy being spared the evil and curse which booze brings with it, but I am interested in the welfare of those other 5,999 khaki boys who paraded with my boy that night at the "Scout Circus".

My boy is getting a different training entirely from that which I received. He is being brought up in a different environment, and I must necessarily guard my step as a fitting example for him. Only a few evenings ago at our dinner table, my daughter

(Please turn to page 217)

Our Young Women

Wyoming Trails

By BETTY DUGAS

The following essay on "Wyoming Trails" written by Betty Dugas, a sophomore in the Superior High School, was awarded first prize by the Superior Woman's Club as the best essay written in the high school. The prize, a book, was presented by Mrs. A. B. Gantz, president of the Woman's Club, at a high school assembly, March 12.

EARLY in the nineteenth century, the world was greatly in demand of furs. They were more popular than in this present day. The great beaver hats so popular with the men, the furs that swathed the women, all these demanded fur. So this problem was attacked by numerous fur companies, who were attracted by the fortune it would make. Out West, where fur was plentiful, they turned their heads. They were quickly confronted with the problem, which by appearance seemed to be insuperable. The way of transportation.

For years and years the buffalo, the king of beasts of the west, had unknowingly been making a trail which proved the solution of transportation. He had made a trail which covered the best feeding ground and watering places. This was followed by the Indian for the same purposes. Later, the trapper, explorer, gold-seeker, Mormon, soldier, pony express, railroad, telegraph and automobile traveled over this same route. Each left his impression until it was ground so deeply that we now have the wonderful trail or highway, formerly the Oregon Trail.

In 1812 a company of explorers was sent out west by Astor under the leadership of Robert Stuart. They came upon this well trodden path of beast and Indian and followed it. Fearing Indians, they returned to the brush. Had they followed it, it would have led them through South Pass.

John Jacob Astor established his fur post at Astoria on the mouth of the Columbia River. It was composed of two fur companies combined, one of which had come by way of Cape Horn, the other had traveled overland by way of Lewis and Clark's trail. Finally a party of pathbreakers under the leadership of Hunt sought a more suitable route. They left St. Louis and went up the Missouri River, following it to about the present North and South Dakota line. Here they branched to the south, coming around the Big Horn Mountains into the Wind River Mountains. Striking west they came upon the Teton Range. After going to what is now called Boise they went down the Snake River into the Columbia. Then came Ashley and his men. One of them discovered South Pass.

The trail to Oregon was then the longest road in the United States. It started between Independence, Missouri, and Council Bluffs, Iowa, and went westward. After Fort Laramie was reached, the Sweetwater River guided the trail to South Pass. Beyond South Pass was Fort Bridger. Traveling from Fort Bridger they came to Wyeth's Fort Hall, now Boise. From there the trail continued down the Snake River until it cut across to meet the Columbia. This journey took about five months. Many an emigrant was caught in the early mountain winter.

Over this trail which the Indians called "Great Medicine Road of the Whites" finally came the ministers of God. Doctor Whitman and the Reverend Spalding came with their brides. These two women have the distinction of being the first white women over this trail. Later we remember came Father De Smet, a Belgian member of the order of Catholic Priests called Jesuits. He was sent by this society. He was honored and respected by all. His work among the Indians was outstanding. In 1842, John C. Fremont was sent out by the government to ascertain the exact whereabouts of this trail. It was he that first surveyed and scientifically observed the country.

This trail not only went to Oregon but was the main road for various other locations, such as going to Great Salt Lake or California. It was followed to Fort Bridger. From there on in to Utah it was called the Mormon Trail. Beyond Salt Lake it became the California Trail.

While one big caravan followed another, and an endless stretch of emigrants came pouring in, what was the Indian doing? When the trappers first came they were left as a rule unmolested. For was not the Indian profiting also? Ah! How little pay those gaudy beads, knives, blankets, etc., were for the price the Indian was paying. But the Indians believed when the white man had his fill of the furs he would leave them to return to his former home. So with that understanding they were quite peaceful. How little they knew we were here to stay and if anybody was to leave it would be he. But when these emigrants came pouring in with farm tools, household goods and other implements of staying and of making this their home, a fire of hatred began to kindle in the red man's breast, a fire we have not entirely quenched today. He also found his buffalo were becoming scarce, they were being killed by the thousands, and he, looking ahead, sensed his destruction if this continued. So by the time the Mormons and goldseekers were winding their way here, a general uprising had begun among the Indians. To better protect human lives and property the government established mili-

tary forts, combining them with the trading forts. Forts Laramie, Bridger, Hall and Boise were then also for the protection of the emigrants.

Indian Agents continually called upon Congress to have some respect for the Indian rights and to stop the wrong they were doing him but of no avail. Little by little the Indian was losing his lands and the buffalo, which he called his cattle.

Many landmarks helped distinguish this trail, guide thousands, and perhaps to dull the monotonous stretch of the prairie. Chimney Rock in Nebraska was one of these. It is a rock formation which can be seen for miles. Quite close by is Scott's Bluff which is also visible for miles. The next point of interest is Fort Laramie. Here a trading post and military fort are combined. About one hundred miles west is Independence Rock, so called for on Fourth of July a party of missionaries held a religious ceremony here. This huge rock covers twenty seven acres of ground. Here old trappers, pioneers and explorers once stopped and carved their names. Some of these can be traced today. On account of this, Father De Smet called it "The Register of the Desert." Farther on we come upon an enormous cleft in the mountain side. This is called Devil's Gate. A passage some twenty miles in length we next enter, this is the famous South Pass and in those days also bore the name of the Gate to Oregon. Next we come to Fort Bridger on Black's Fork on upper Green River. This fort established by Jim Bridger contained a blacksmith's shop, supplies and a trading post. Here the colonists provided themselves with provisions, had their horses shod, and their wagons repaired. He then turned south or north according to his plans. If north, he goes north-west until he reaches Fort Hall, situated near the present city of Boise. The next stopping place he chooses for himself.

The famous Oregon Trail was over two thousand miles in length. It crossed three mountain ranges, ran through ten tribes of hostile Indians and from the beginning was a settlers' route. Unlike the Santa Fe, which was a trade route only, this trail was the making of the west. For all the cost, human lives and suffering, we feel somehow it has proved its worth.

With the coming of more settlers came the Pony Express. It proved to be very serviceable. The best record was a few hours under eight days. It was conducted along the well known trail from St. Joseph to Fort Kearney, Laramie and Bridger, then to Great Salt Lake and by way of Carson City into Sacramento. In later years due to the hostility of the Indians it branched off and went south through Latham and Denver, then north to Fort Collins, northwest to Virginia Dale and on to Fort Saunders (Laramie City) across the Big Laramie River to Fort Halleck, west through Bridger Pass to Bitter Creek across Green River at Green River meeting the Oregon Trail at Fort Bridger and resumed its original route. The mail was carried by relay riders on ponies, stopping at stations for a fresh pony. Records established by some of the riders

were miraculous. William Cody, better known as Buffalo Bill established a record hard to beat. In the spring of 1861 the Pony Express was running at its height. That October the telegraph brought it to its end. Only its national purpose justified its existence. It was run at such a loss it finally brought ruin to its backers.

Another of some importance was the Bozeman Trail. After gold had been discovered in Montana, for convenience sake another route was needed. In reality it was but a branch from the Oregon Trail at Fort Laramie and went due north through the present cities of Torrington, Junction and Douglas, then north into Montana. This trail was named for John M. Bozeman a frontiersman, who first traced this route and was later killed by the Indians. This intrusion was keenly resented by the Indians, especially the Sioux. The result we find in the many bloody battles fought between them, such as "Fetterman's Massacre", where eighty-one men were killed in cold blood. Also the Wagon-Box Fight where we felt we got revenge.

Close upon the heels of the Pony Express and the telegraph line came the Iron Trail, namely the railroad. Many merchants of New York desired to unite east with west, therefore making trade with China easier. These enthusiasts petitioned Congress for a franchise and a grant of land to construct a railroad. Surveys were made and it was finally decided to use the old route, the Oregon Trail. Except for a few changes, it still follows the Oregon Trail.

The necessity of a transcontinental road became imperative. The settlers were demanding protection from the hostile Indian. Soldiers, ammunition and supplies needed a way of transportation, so finally a railroad was started.

The government appropriated vast sums of money for its building. The first tracks of the new road were laid in Omaha, in 1865. The beginning of the greatest engineering feat was started. At the same time the Central Pacific began its construction at Sacramento. In 1869 they met at Promontory Point, Utah. With its finish the west saw its struggles being eased. The east saw a new land to make use of. When it was completed the day of the trapper, explorer and soldier was at an end. The iron trail took place of all. Also with its completion came the subjection of the Indian.

Finally we see the Lincoln Highway over which cars travel so fast we see their streak of dust and think of the caravans which plodded that same trail in the olden days when such speed was unheard of.

The next trail to cross the Wyoming soil is the Transcontinental air way. It follows as the crows fly from east to west the old trail. This latest trail could be called the trail of light, as it is marked by beacons of thousands of candle power. So powerful that ere you have passed from sight of one, another looms on the far horizon to beacon you on. The old trail that once took months to travel can now be accomplished in a few short hours of time.

Who can say what will be the next Wyoming trail? Will it be some sort of marker in the sky to let the gigantic air liners know what country they are traveling over, although they are so far above the earth's surface that neither wind nor storm can delay them, with no motion of air except a gentle breeze to the east caused by the rotation of the earth?

Superior Eagles

The Eagles held a bake sale March 14. The net profit was \$15.50 and we wish to thank all mothers who sent bake supplies.

Our float entered Eight Hour Day, April 1st, won first place. In keeping with the spirit of spring



Prize winning float of the Superior Eagles, which won first place in the parade Eight Hour Day, April 1st.

we used a flower bowl design as a decoration scheme.

Mrs. Arthur Clark, our Scout Captain, has for the past two weeks been ill with the mumps. We are glad that she is able to be with us again.

First Aid practice has begun again. We are planning to enter

two teams in the First Aid Contest Friday, June 12, which we are all looking forward to with much interest.

Rock Springs' Number Four

Junior Troop Number One, Nyoday's of Rock Springs, have begun their work on First Aid training under the supervision of John Sorbie and Elija Daniels.

Bridle the Tongue

By T. J. HONAKER

"I will take heed of my ways, that I sin not with my tongue."—Psalm 39-1.

We speak, sometimes, before we think;

The spoken word should follow thought;

The tongue, unbridled, often brings

Contentions, when the peace is sought.

No explanation will suffice

When hasty words are given wing;

Eternity will not remove

The ugly scars left by the sting.

Let judgment sure precede the word,

For idle gossip idly spread,

Or thoughtless words that may do harm

'Twere better they were left unsaid.

Be not too hasty to condemn;

The truth may lie some other way;

We do not often feel regret

For words we thought, but did not say.
If you cannot say something good,
When speaking of your fellow-man;
If in thought you must upbraid,
Then silence is the better plan.
Condemn the act, in sympathy,
Should circumstances force your scorn;
Feel but compassion for the man,
His conscience yet will prove his thorn.

Reliance Woman's Club Federated

(Continued from page 213)

is the plan of the club to continue the study and social activities until May and then in the fall to take up the work with renewed and more varied interest.

Superior Woman's Club

The Superior Woman's Club met in regular session Friday, April 3. After the regular business meeting the following program was given:

Song "America the Beautiful"

A collect for Club Women

Helen Keller.....Mrs. M. J. Arbuckle

Rosa Bonheur.....Mrs. C. O. Larson

ReadingMrs. R. P. Keroher

Child Welfare.....Mrs. C. A. Soward

Mrs. G. A. Brown was presented with a past president's pin in recognition of the splendid work she has done for the organization.

Light refreshments were served by Mrs. Steve Dugas, Mrs. A. B. Gantz and Mrs. F. V. Hicks, hostesses for the afternoon.

Why I Do Not Drink Liquor

(Continued from page 214)

remarked: "Daddy, I saw a drunken man the other day, the first one I ever saw." My blood shot through me like fire. She had never seen me take a drink and she had never seen any of my victims. Looking back on my experience in life, I believe liquor, and particularly as it was served in the saloon days, was the greatest curse that ever befell mankind. So, with my boy, I am using every worthwhile measure to dodge this evil; the Boy Scouts, the Y. M. C. A., athletics, and constant warning and teaching.

ANYTHING BUT THAT

"I don't mind washing the dishes for you," wailed the henpecked husband. "I don't object to sweeping, dusting, or mopping the floors, but I ain't gonna run no ribbons through my nightgown just to fool the baby."—Whirlwind.

Many a man who has "smelled powder" never served in the army.

Our Little Folks

The Coming of the King

By LAURA E. RICHARDS

From "Golden Windows"

SOME children were at play in their playground one day, when a herald rode through the town, blowing a trumpet, and crying aloud, "The King! The King passes by this road today. Make ready for the King!" The children stopped their play, and looked at one another. "Did you hear that?" they said. "The King is coming. He may look over the wall and see our playground; who knows? We must put it in order."

The Playground was sadly dirty, and in the corners were scraps of paper and broken toys, for these were careless children. But now one brought a hoe, and another a rake, and a third ran to fetch the wheelbarrow from behind the garden gate. They labored hard, till at length all was clean and tidy. "Now it is clean," they said; "but we must make it pretty, too, for kings are used to fine things; maybe he would not notice mere cleanness, for he may have it all the time." Then one brought sweet rushes and strewed them on the ground; and others made garlands of oak leaves and pine tassels and hung them on the walls. And the littlest one pulled marigold buds and threw them all about the playground—"to look like gold," he said.

When all was done, the playground was so beautiful that the children stood and looked at it, and clapped their hands with pleasure. "Let us keep it always like this!" said the littlest one; and the others cried, "Yes! Yes! That is what we will do."

They waited all day for the coming of the King, but he never came. Only, toward sunset, a man with travel-worn clothes and a kind, tired face passed along the road, and stopped to look over the wall. "What a pleasant place!" said the man. "May I come in and rest, dear children?"

The children brought him in gladly, and sat him on the seat that they had made out of an old cask. They had covered it with a red cloak to make it look like a throne, and it made a very good one. "It is our playground," they said. "We made it pretty for the King, but he did not come, and now we mean to keep it so for ourselves." "That is good!" said the man.

"Because we think pretty and clean is nicer than ugly and dirty," said another. "That is better!" said the man. "And for tired people to rest in," said the littlest one. "That is best of all!" said the man.

He sat and rested, and looked at the children with such kind eyes that they came about him and told him all they knew: about the five puppies in the

harn, and the thrush's nest with four blue eggs, and the shore where the gold shells grew. And the man nodded, and understood all about it.

By and by he asked for a cup of water, and they brought it to him in the best cup, with the gold sprigs on it. Then he thanked the children, and rose and went on his way; but before he went, he laid his hand on their heads for a moment, and the touch went warm to their hearts.

The children stood by the wall and watched the man as he went slowly along. The sun was setting, and the light fell in long slanting rays across the road. "He looks so tired!" said one of the children. "But he was so kind!" said another. "See!" said the littlest one. "How the sun shines on his hair! It looks like a crown of gold."



Wanda Mae
Carter,
daughter of Mr.
and Mrs.
A. C. Carter,
Rock Springs.

Community Councils Meet

A JOINT meeting of the representatives and officers of the various Community Councils was held in the library room of the General Office Building, Rock Springs, Wednesday, April 8th. The purpose of the meeting was to interchange ideas and receive suggestions for the conduct of affairs beneficial to the respective districts. Many problems were discussed and opinions freely expressed.

Reports from each council concerning the past year's activities were made, showing that the councils are truly functioning for the good of the community. The Community Club of No. 4, Rock Springs, gave a detailed report showing they had received into their treasury \$1,018.53 during 1930. Of this, including the Christmas baskets and treats, they had expended for charity \$587.01, while over \$250 had been spent for equipment and furnishings for the hall and \$30 for scout trumpets. Winton reported that they had invested \$700 in band instruments, etc., and that much had been done in the way of looking after the needy and sick in the community. The council had sponsored a dance

each month. Their financial report showed \$800 on hand now.

Financial reports were not available for other councils, but Superior, Reliance and Hanna reported that they took care of such calls for charity as came to them, were active at Christmas time and endeavored to aid in community enterprises whenever possible.

It is the aim of each Council to procure a representative from each organization in the community. In cases where cooperation from organizations has not been unanimous, it has proved a serious handicap to the Council and with the coming year it is to be hoped every organization will join in appointing a representative.

Constructive plans for the coming year included a more extensive Scout program, encouragement of bands, through purchase of suits, instruments and music, card parties and dances. An outstanding suggestion was made that more effort on the part of councils be made to obtain really worth while music and lecturers which never failed to draw a good crowd. Discussing this idea it was planned for the Councils jointly to bring someone here who would be a stimulant to our cultural life, each Council putting forth every effort to make the affair a success.

Hanna, who is rejoicing over the glad news that their Community Hall is to be remodeled, was promised a house warming by the other Councils as soon as the building is completed. At the close

of the meeting luncheon was served at the Union Pacific Club House.

All in all it was a most inspirational meeting from which each went away with a new enthusiasm to make his or her council a more vital factor in the Community. New schemes and plans had been formulated which cannot but bring fruitful results in the way of wholesome entertainment. We hope for another such meeting before too long.

Those present were: Mr. and Mrs. George A. Brown, Mr. L. E. Harris, of Superior; Mr. Thos. H. Butler, Mrs. Pat Campbell and Mrs. Wm. McMillan of Rock Springs; Mr. Thos. Foster, Mrs. Robt. Jolly and Mr. Abe Benson of Winton; Mr. Chas. Ainsworth and Mrs. Oscar Annala of Hanna; Mrs. James E. Rafferty and Mr. A. L. Zeiher of Reliance; and Messrs. Eugene McAuliffe, George B. Pryde, James R. Dewar and Miss E. M. Gilbert.

News About All of Us

Rock Springs

Alfred Robertson and family have moved from No. 1 Hill to "E" Plane.

Mrs. E. A. Prieshoff has returned from a six weeks' visit in Southern California.

Mr. and Mrs. John W. Morgan have returned from a ten days' visit in Salt Lake City, Utah.

Mr. and Mrs. K. E. Darling and Mr. and Mrs. James Reese visited at the J. A. Williams home at Winton, Sunday, April 5th.

Jack Adams has returned to work after having been confined to his home with illness for the past six weeks.

Mr. and Mrs. F. L. McCarty have returned from a visit in San Francisco, California.

Mrs. Fred Carlson, of Idaho Falls, Idaho, is visiting here at the home of her parents, Mr. and Mrs. Joseph Iredale.

H. F. Sholty won the first prize at the G. F. card club on Saturday, April 4th.



COMMUNITY COUNCIL REPRESENTATIVES
ON STEPS OF CLUB HOUSE

Left to right, upper row: J. R. Dewar, G. A. Brown, E. McAuliffe, I. N. Bayless, Mr. Smith, guest of representatives, T. H. Butler. Second row: L. E. Harris, C. Ainsworth, A. Benson, A. Zeiher, T. Foster, G. B. Pryde. Third row: Mrs. Rafferty, Mrs. Annala, Mrs. Jolly, Miss Gilbert. Front row: Mrs. Brown, Mrs. Campbell, Mrs. McMillan.



George and Audrey Hunter, son and daughter of Mr. and Mrs. F. A. Hunter, Rock Springs.

ROSE FLOWER AND GIFT SHOP

Security Bank Court

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Surely you want the best when you buy flowers.

We sell only first grade stock.

Order now for Mother's Day and Memorial Day

Miss Bessie Lightner entertained several of her friends at a birthday party at her home on Pilot Butte avenue on Monday evening, April 6th. Dancing and games were enjoyed by all.

The many friends of Mrs. Ben Butler are pleased to learn that she is now recovering from her recent serious illness.

Joseph Dyett was entertained at a birthday party at the L. D. S. Amusement hall on Monday evening, April 6th.

Mr. A. M. Willson is recovering from a major operation recently undergone at the Wyoming General Hospital.

Mrs. John Keeler and children, of Kemmerer, are visiting at the home of Mrs. Keeler's parents, Mr. and Mrs. Chas. Outsen.

John Freeman has returned from a short trip to Kemmerer, where he transacted business for the U. M. W. of A.

Mr. and Mrs. Stanley Mill have moved into the house recently vacated by Arthur Flaim on Eleventh street.

Marko Begovich was confined to his home for a week with an attack of the flu.

Chester Roberts has purchased a new Buick sedan.

Mrs. James Herd, and children, of Winton, visited at the home of Mrs. Herd's parents, Mr. and Mrs. Thos. Overy, Sr.

Reynold Blum and family have returned from a visit with relatives in Salt Lake City, Utah.

Miss Jennie Toucher, who is teaching school at Boulder, visited here with her parents, Mr. and Mrs. Urban Toucher, on Easter Sunday.

Frank Eori is ill and confined to his home at No. 3.

Edward Walsh and family visited at the home of P. J. Ward in Superior, on Sunday, April 5th.

Master Thomas George has returned to his home

in Denver, Colo., after having visited with his grandmother, Mrs. Thomas Whalen.

Dr. and Mrs. T. H. Roe have returned from a short visit with relatives at Ft. Bridger.

Superior

Mrs. Ethel McLennan entertained her Sewing Club on Thursday afternoon, March 19. Refreshments were served by the hostess.

On March 17, the Relief Society observed its eighty-ninth anniversary. A program and dance were given and refreshments served.

At a recent meeting of the School Board, Mr. A. L. Keeney, Superintendent of the Manderson Schools, was elected Superintendent of the Superior Schools for the coming year. Mr. Keeney will be remembered by many of the Superior people as a former Superintendent of the Cumberland Schools.

Edward Felix of Ogden recently visited at the home of Mr. and Mrs. T. L. Edwards.

The many friends of Gust Berti are glad to see that he is able to be around again after his recent operation.

On Thursday, March 12, the Superior Woman's Club presented the prizes offered for the best essays entitled "Old Trails of Wyoming." The first prize "Orpheus", by Padraic Colum, was presented to Betty Dugas; second prize "Herman Melville", by Louis Mumford, to Inez Genetti and third prize, "All Quiet on the Western Front", by Enrique Remarque, to Eda Franck.

Mrs. Percy Pautsch entertained her afternoon 500 club at her home on "B" Hill, March 25. Lovely refreshments were served. Prizes were awarded to: first, Mrs. Wright Walker; second, Mrs. A. Davis and consolation, Mrs. Frank Marocki.

Reno Moretti was taken to the Wyoming General Hospital on March 25, suffering from an attack of appendicitis.

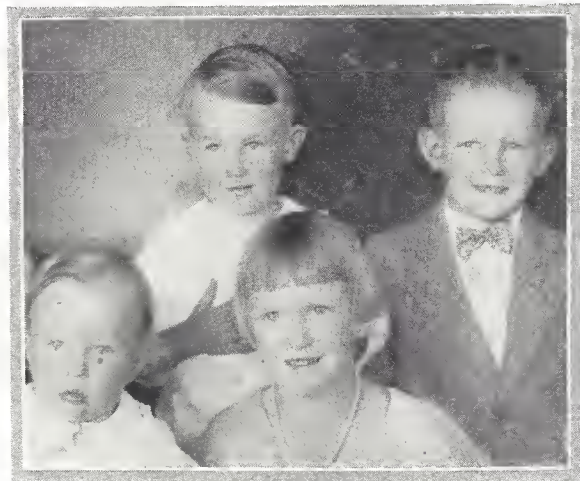
Miss Veva Wylam recently enjoyed a visit with her parents.

Aldo Bertagnolli, who suffered a broken kneecap some time ago, is able to return to high school.

Reliance

The Junior Prom—the crowning event of the school year—was held in the gymnasium Friday, April 10. The "Gym" presented the appearance of a fairy with its decorations of green and silver, the senior class colors. The Grand March was led by Miss Anna Marie Murphy, class sponsor, and Bob Dodds. Miss Josephine Brack was crowned Prom Queen. More than eighty couples danced to the strains of Ike's orchestra. The students all in gala attire completed a beautiful picture and one that will live in the memories of all those lucky enough to have been there. Great credit is due Miss Murphy, who sponsored it, giving of her time and artistic taste in all the arrangements for the affair.

The annual "Safety" meeting was held in the auditorium of the gymnasium, Thursday night, April 9. Addresses were given by Messrs. Eugene McAuliffe, Tom Gibson, V. O. Murray and H. G.



The Hovorka family, Leonard, Jr., Rosemary, Richard and Paul Arthur. Their parents are Mr. and Mrs. L. P. Hovorka, Rock Springs.

Thomas with Mr. I. N. Bayless presiding. Following the addresses Mr. Ralph Buxton was given an award of merit as the foreman of the mine with no fatalities this past year, a beautiful painting being the award. Mr. James Rafferty was presented with a handsome gold watch and chain, he being the man voted as doing the most toward promoting Safety in our Reliance mines. The addresses were interspersed with musical numbers given by Mr. Brueggemann's string quartet. An especially beautiful number was a violin solo given by Olga Sarcletti, who has just returned from the Laramie tournament, where she won first place in violin. At the end of the Safety meeting all present repaired to the Community Hall and rounded out the evening with dancing and refreshments.

We are told on good authority that one of our most popular Benedicts is about to desert the order and become a married man. Wedding bells will chime for Louis Gianopolis and Mrs. Elene Satakis as the principals.

The Richard Gibbs' motored to Salt Lake to attend church services on Easter Sunday.

Mrs. Bob Stuart is still quite ill at the Wyoming General Hospital.

"Kansas" Uhren is a patient at the hospital suffering from a broken jaw.

Mr. and Mrs. Joe Cologna are receiving felicitations over the arrival of a baby daughter in their home.

Mr. Matt Medill, Mine Superintendent, was called to La Salle, Illinois, on the receipt of the word of the death of his sister in that city.

The Reliance Woman's Club meets the first and third Wednesday evenings of each month. At the last meeting Mrs. Archie Stuart gave a reading on the Astors and the early fur trade, Miss Cauby a discourse on the Rocky Mountain Fur Trading Company. Mrs. James Rafferty gave a paper on Captain Bonneville and Mrs. Baxter reviewed Jules Breton's "Song of the Lark."

In a humorous strain, Miss Grover gave a reading in the Swedish dialect. Hostesses were the Mesdames William Johnson, Joe Fearn and Pat Burns. After the business meeting the members enjoyed a social time and refreshments.

Mr. and Mrs. Joe Fearn were called to Evans-ton, Wyoming, by the death of Mr. Fearn's father.

Mr. and Mrs. Walter Johnson have had Mrs. Johnson's sister, Mrs. Guchess of Oakland, Calif., as a house guest.

Friends of Mr. Walter Johnson will be sorry to hear of the death of his grandfather, Charles Ackerslund, of Salt Lake City.

Luke Harrigan spent his Easter vacation with his parents, Mr. and Mrs. Hugh Harrigan. Luke is a student at Laramie.

Mr. and Mrs. Leo Hanna, Granger, were Reliance visitors during the month.

Mr. and Mrs. Aleck Anderson of Rawlins were guests at the home of the Horace Ainscoughs Easter week.

Miss Florence McPhie, who has been with her sister, Mrs. Roy Burchard of Standardville, Utah, for the past six months has returned to Reliance.

Winton

April 1st was fittingly celebrated at Winton. On the eve of April 1st the following boxing card was presented at the Amusement Hall: Five boys in "Battle Royal", Tait vs. Aguilar (draw) Kragovich vs. Clark (Kragovich on technical knockout), Hanks and Thomas (Thomas won on foul), Pecolar vs. Daniels (Daniels won on foul). Following the boxing the evening was spent at dancing to music by Goat and his Kids. The following day many



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THESE matters of penetrative lubricity, piston ring seal, resistance to dilution and reduced frictional load about which you've read so much in connection with Conoco Germ-Processed Motor Oil, all resolve themselves into one easily understood fact . . . Germ-Processed oil lengthens the life of your motor.

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sporting contests were held. Ask Hans Madsen how the slow race for automobiles ended.

Miss Florabel Krueger is enjoying a visit with the Krueger family.

Mr. and Mrs. J. A. Williams and son were dinner guests of Mr. and Mrs. Frank Tallmire during the month.

Miss Mildred Kenyon entertained friends recently at a birthday party. A pleasant evening was spent at games and dancing after which refreshments were served. Miss Mildred was the recipient of many useful gifts.

The Safety First Program was presented at the Amusement Hall Wednesday, April 8th, following a short program during which Mr. Earl DuPont was presented with a lovely oil painting for his safety accomplishments during the year, the floor was cleared and dancing enjoyed. A delightful lunch was served at the Community Hall.

Mr. and Mrs. James Henderson visited relatives in Salt Lake City during the month.

The Girl Scout First Aid teams have their eyes on the trophies to be given on "First Aid Day," they have begun practising and are making rapid strides to the perfection that won them prizes last year.

Miss Swan Swanson entertained the Altar Soci-

ety recently. Following the business meeting cards were enjoyed. Prize winners were Mrs. Gerald Neal, Mrs. Marceau, Mrs. J. A. Williams and Mrs. Pete Uram.

Mrs. Earl DuPont was hostess to the bridge club during the early part of the month, several extra guests were present, an enjoyable evening was spent by all present.

Hanna

Mr. and Mrs. Wm. Ahlstrom and Mr. and Mrs. Sam Harrison motored to Sheridan to attend the funeral of Albert Woodhead, who died of injuries received while at work in the mine.

Mr. James Attride had the misfortune to burn his hand quite badly when he stumbled and fell against the stove.

A very delightful St. Patrick's Day party was given by Mrs. O. G. Sharrer, Mrs. F. E. Ford and Mrs. John B. Hughes at the home of Mrs. Sharrer.

Misses Margaret Renny and Helen Van Renterghem entertained their Sunday School Club at the home of Margaret Renny on March 12th.

Miss Margaret Renny celebrated her birthday by entertaining a number of her friends at a 6 o'clock dinner on Tuesday, March 17th.

Mr. and Mrs. William Prescott of Pittsburgh,

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Rock Springs, Wyo.

CONDENSED STATEMENT OF CONDITION

First Security Bank of Rock Springs

as of March 25, 1931

Loans and Discounts.....	\$1,224,956.40
Banking House	100,000.00
Furniture and Fixtures.....	28,716.41
Old Bank Building.....	47,500.00
Listed Bonds and Securities.....	\$471,367.53
Cash and Due from Banks.....	415,649.83
Total Cash Resources.....	887,017.36
	<hr/>
	\$2,288,190.17
Capital	\$ 100,000.00
Surplus	100,000.00
Reserves	85,971.18
Deposits	2,002,218.99
	<hr/>
	\$2,288,190.17

LOCAL OFFICERS AND DIRECTORS

B. J. Carollo
Glenn D. Wilson
H. T. Buor

J. H. Brooks
John Mrak
William Chilton

Pa., visited Mr. and Mrs. John While, Sr. and Mrs. Eliza While, for a few days; they were enroute from California to their home in Pennsylvania.

Mr. and Mrs. Harry Wright visited with their daughters in Colorado recently; their daughter, Mrs. Bailey, returned with them and visited here for a few weeks.

Miss Margaret McClelland, from the University of Colorado at Boulder, spent her vacation here with her parents.

Mrs. Mary Harrison, Miss Lucille Johnston, and Jas. Harrison, motored to Cheyenne recently and visited with Alice Harrison, who is in nurse's training there.

Mr. and Mrs. Jas. McArdle are the proud parents of a baby boy born March 18.

Mr. and Mrs. Howard Penny of Laramie visited with their parents here a recent week end.

Mrs. Arthur Mendenhall of Salt Lake City visited for a few days with Mr. and Mrs. Wm. Tate.

Mr. and Mrs. John Lee are the proud parents of a baby boy born March 24.

Percy Groutage of Winton stopped off here and visited with his aunt and uncle, Mrs. and Mr. Chas. Higgins; he was returning to the University after visiting with his parents in Winton.

Misses Muriel Crawford and Lily Munroe, who are teaching at Winton, spent their vacation here with Mr. and Mrs. J. H. Crawford.

Easter services at the Methodist church consisted of a program by the primary classes followed by baptism, reception of members and communion in the morning and a pageant and pantomime with special music in the evening.

Rev. F. M. Bacon of Boulder, Colo, formerly of Hanna, conducted the services on Easter morning at St. Mark's Episcopal church.

Tono

Word was received by Mrs. Tom Warren of the marriage of her mother, Mrs. Tom Morgan of Taft, California to Mr. Frank Blatnick of Salt Lake City, Utah, at that place on February 18th, 1931. They will make their home at Salt Lake City.

Mr. and Mrs. Robert Main and Mr. and Mrs. George Main and son of Olympia were dinner guests of Mr. and Mrs. George Paul. Mrs. Main (Robert) is Mr. Paul's sister.

Mr. and Mrs. L. H. Downing of Seattle, visited with Mr. and Mrs. Harry Warren, week end of March 14th. While here they attended the card party sponsored by the Community Ladies at the Tono Club House.

Miss Hazel Colvin and Mr. William Tate of Seattle visited with the former's parents, Mr. and Mrs. A. A. Colvin. The former has accepted a position as bookkeeper for the Bon Barnes Inc. of Seattle.

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On the afternoon of March 14th, twenty members of the Junior Christian Endeavor Society attended the Junior session of the district convention held in the Presbyterian Church at Chehalis. A number of the children had a part on the program given by the Juniors of Lewis District.

Mrs. Anna Emmitt and daughter, Beverley, of Valetz, Oregon, is visiting with her parents, Mr. and Mrs. Fred Yedloutschnig.

A farewell surprise party was given on Mr. and Mrs. John Maki, Friday evening, March 13th, at the house of his parents, Mr. and Mrs. Jack Maki. 500 was the diversion for the evening and at a late hour a lovely luncheon was served. Outside guests were present from Winlock, Rochester and Centralia. The honor guests were presented with several pretty pieces of silver. Mr. and Mrs. John Maki left for Fort Blakeley Monday, where they accepted a position with Mrs. Johnstone.

Mr. David Gilfillan, who was superintendent of the Tono Sunday School for the past two years resigned a few weeks ago on account of moving to Centralia. Sunday, March 15th, he was presented with a lovely bible from the Sunday School Children for his faithful attendance and good service rendered to the Sunday-School. His son, Barry, was presented with a book. They both were dinner guests of Mr. and Mrs. William Woods that Sunday.

Mr. G. L. Hunter had the misfortune of falling in the woods near Tono while at work and breaking his leg near the hip. He is confined in Sweet's Hospital at Centralia.

Word was received Sunday, March 22, of the death of Mr. Charles Barton of Puyallup, Washington. His body was shipped to Yakima at which place he was buried in the family lot. He leaves to mourn his death his wife, a daughter, Gloria, and a son, Charles, Jr. Mr. Barton was principal of the Tono School for a number of years, resign-

ing to accept a position at Wilkeson, Washington, where he taught for a couple of years. Last fall he accepted the position as principal in one of the Puyallup schools, where he was teaching up to the time of his death.

Mrs. Sylvia Coons of Westport, Washington, visited with her daughter, Mrs. George Clark and family for a few days.

Mr. and Mrs. Bert Boardman had as their guests Mr. Lawrence Leggett of Los Angeles, California, Miss Margaret Marrow and Mr. Ralph Leggitt of Chehalis.

Mr. and Mrs. John Daugherty and daughter, Thelma, of Hoodspurt, Washington, spent Easter with her parents, Mr. and Mrs. R. F. Simons and family.

The Centralia churches were well attended with Tono people on Easter Sunday, both morning and evening services.

Mr. and Mrs. James Sayce and Mr. and Mrs. Dave Davis, spent April 1st in Seattle, shopping.

Mr. and Mrs. George Steele of Enumclaw, Washington, and who have been visiting relatives in Canan City, Colorado, for the past two months, spent Easter vacation with their daughter, Mrs. Pete Shimmel and family before returning to their home.

Mr. and Mrs. J. W. Forsyth and daughter, Betty, of Getrude, spent a few days in Tono renewing old acquaintances.

Miss Ruby Barber and Miss Edna Johnson, who are attending the Washington State Normal School at Ellensburg, Washington, spent the Easter vacation with their parents, Mr. and Mrs. William Barber and Mr. and Mrs. J. K. Johnson.

Mrs. Dorothy Green and son of Port Angeles, Washington, spent a few days visiting with her parents, Mr. and Mrs. William Hudson and brother John and family.

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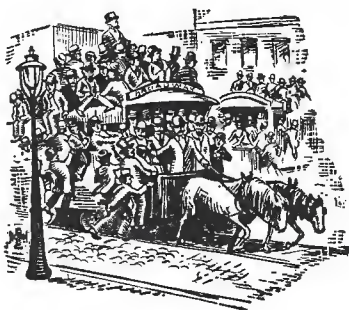
**SUPREME GRAHAM CRACKERS,
PILGRIM SUPREME COOKIES, and
SUPREME SALAD WAFERS.**

They can easily be made up into various inviting dishes, too. Supreme Graham Crackers or Supreme Salad Wafers spread with jelly or jam provide a wholesome and delicious lunch, most economically.

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DENVER



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hadn't been formed when the above scene took place. The transit problem is still a vexing one, but at least it has been solved in so far as the horses are concerned.

Many vexing financial problems are settled every day by the officers of the Rock Springs National Bank for its depositors. We have seen Rock Springs grow from little more than a village of 3,000 to its present status as the largest wool loading point in the country, as a prominent coal center and as an important link in the transcontinental airport chain. We know local conditions and we are in a position to serve local business to its advantage.

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ROCK SPRINGS

Mr. and Mrs. Vernon Pohynen of Hoquiam, visited with friends in Tono. While here they were house guests of Mr. and Mrs. Henry Brierley. People of Tono will remember Mrs. Pohynen as Miss Clare Dahl, fifth and sixth grade teacher about four years ago, and her husband as seventh and eighth grade teacher in the Tono School. After leaving here he accepted the position as instructor in the Junior High School at Hoquiam and has been there for the past four years.

Mrs. Kenneth Bowers and Mr. Tom Richardson have entered the Walkathon at Snelder's Prairie, Sunday, April 5th. Mrs. Bowers is the daughter of Mr. and Mrs. B. B. Burton.

Mr. and Mrs. William Martina and daughter Eunice, and Mr. James Corcoran, motored to Enumclaw, where they visited April 1st with the former's parents, Mr. and Mrs. A. Martina.

Miss Helen Androsko, who is attending the Success Business College at Seattle, spent a week with her parents, Mr. and Mrs. A. Androsko. Joe Fusco, who is also attending the same school, spent Easter Sunday with his brothers and sisters.

Mr. A. Scherack has accepted a position with the Piggly-Wiggly Store at Olympia.

Mr. Mat Maki and Mr. Charles Way motored to Seattle and from there they ferried to Port Blakeley, Washington, where they visited with the former's brother, John Maki and family.

Mrs. Perry Richardson was hostess to the Tono Bridge Club at her home. Four tables were in play with high score being won by Mrs. Pete Shimmek, second high by Mrs. Bert Holmes and consolation by Mrs. Henry Brierley. At the close of the evening a dainty luncheon was served by the hostess assisted by her daughter Lucille and Miss Beryl Edwards.

Mrs. Fred Pontin entertained in honor of her little daughter Ruth's seventh birthday, April 9th. The little honor guest received many beautiful presents and the afternoon was spent in playing games after which a lovely luncheon was served to the kiddies.

Mr. and Mrs. Willard Mossop are the owners of a new Radio and Sedan car.

Mr. and Mrs. John Hudson and Mr. and Mrs. J. B. Corcoran were dinner guests of Mr. and Mrs. Wm. Coates of Olympia.

Mr. and Mrs. C. V. Rankin of Silver Creek visited with friends in Tono.

ried the sobriquet of "Direct Current" McKeehan, his brother, whose initials were A. C. was distinguished by the nick-name "Alternating Current" McKeehan.

Pie eating contest has been suggested for Old Timers, using blue berry pie to distinguish the contestants. Cracker eating contests seem to be more favored by the committee; we suspect the store department of boosting their wares.

Mr. and Mrs. Pryde sail for Scotland immediately following the Old Timers reunion. Look out for an influx of new Pipers and Drummers after George tells them "a' about oor kiltie organization."

WANTED AT ONCE—each Old Timer to personally call upon his Superintendent and add the names of himself and wife to the growing list of those who will attend the Seventh Annual Reunion at Rock Springs, June 12 and 13. Write friends to meet you here upon those dates and enjoy an old fashioned visit. You'll certainly be "regusted" with yourself if you don't come and no "Habbas Kappas" will be accepted as an excuse. Extensive arrangements are being made to make the event one long to be remembered.

Don't forget your Spring tonic! Get yourself in prime condition before the arrival of the heated term. As a boy we recall the old familiar sassafras tea, upon other occasions the old tried sulphur and molasses, then the old combination of senna leaves, figs and dates. Oh, oh! Those days will never be forgotten.

Several of the churches will be back to normalcy now, new pastors have been selected. Many of the fishermen, hunters—yea and even golfers and tennis sharks—no longer will have the proverbial excuse, "Oh, our church is dark, we have no preacher."



The Song of the Times

I want to be an Old Timer.

And with the Old Timers stand,

Their button in my lapel,

A horseshoe in my hand.

I'll help pitch my team to victory

And be able to shout

Without undue frivolity,

Veni, vidi, vici!

(The muse's charm is broken, the machine broke down.)

When going to school in pursuit of his studies as an electrician, Donald Chandler McKeehan car-

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DR. OLIVER CHAMBERS, Pres.

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for Mother's Day (May 10th) and
Memorial Day (May 30th)

Leading Florist of the District

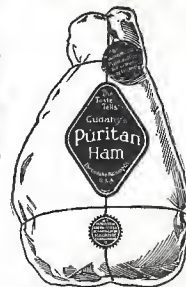
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Stoves.....Stove Repairs and Parts,
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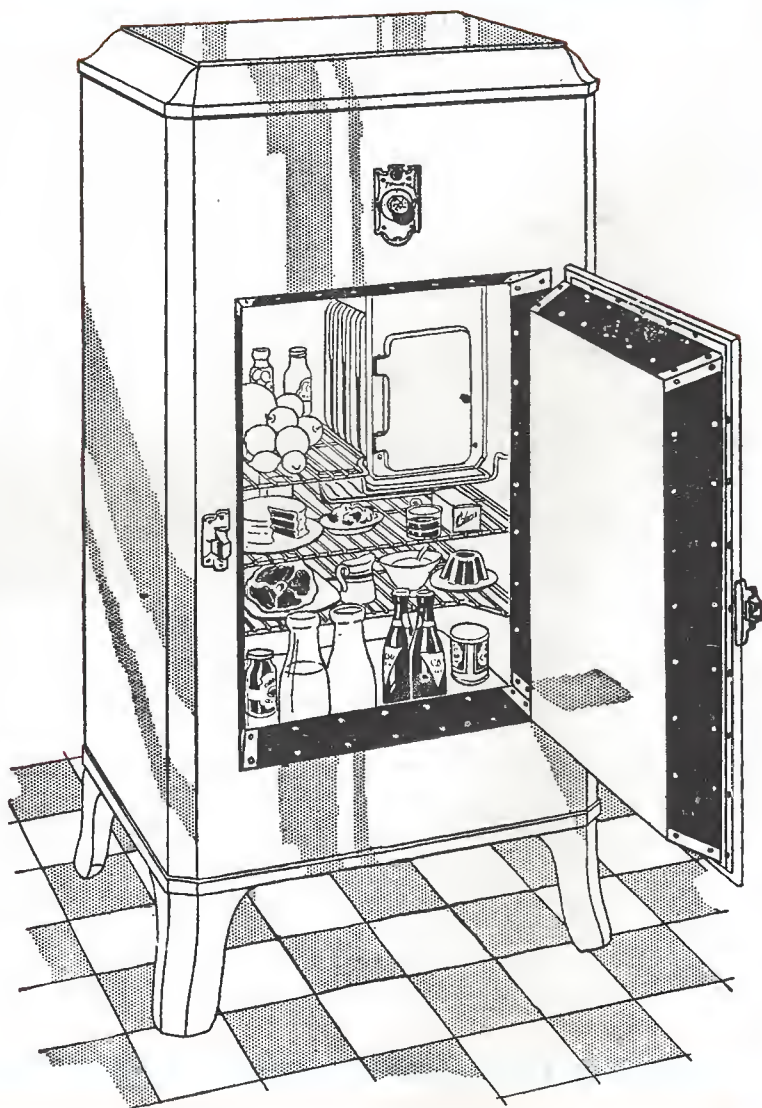
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